

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the Gen
Post Office in the United Kingdom

WHEN THE
S. O. S. SIGNAL
is sent out by a ship in distress,
it is useless unless the message
is received by an expert wireless
operator. And so it is when
YOUR EYES SIGNAL THEIR DISTRESS
from weakness or strain, you are
unable to read the signs unless
you go to an expert optician.
Get advice from
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,325 號五十二百三第萬二第 日五初月七年亥癸 HONGKONG, THURSDAY, AUGUST 16TH, 1928. 四拜禮 號六十月八年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

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VERMOUTH

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and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

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[89]

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TIME-TABLE:

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HONGKONG.

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AIR RACE FOR THE KING'S CUP

COURTNEY'S VICTORY.

[BY MAJOR C. G. TURNER.]

The King's Cup, offered in connection with the circuit of Britain air race over a course of 800 miles, was won on July 14th by Mr. J. D. Siddeley, who entered the Siddeley "Siskin," 325 h.p. "Jaguar" engine, flown by Mr. F. T. Courtney. He also won *The Daily Telegraph* prize of £100 for completing the circuit in the fastest time, Lord Inverairn's cup (for the pilot) for being first at Glasgow, £20, from the Bristol Aeroplane Co. for accomplishing the fastest handicap time between Bristol and London, £40 from the Corporation of Glasgow for the fastest time between London and Glasgow, £25 from the *Newcastle Chronicle* for the best handicap time between London and Newcastle, 20 guineas from the Bristol Rotary Club for the best handicap time between Manchester and Bristol, and a 20-guinea cup from the Bristol Constitutional Club for the best handicap time between Glasgow and Bristol.

Mr. Alan Cobham, flying the D.H. 450 Napier—entered by Mr. George Robey—by coming in second won the £100 prize sent by Sir Charles Hickley, and Sir William Joynt-Hicks's pilot, Mr. L. Carter, won for his "owner" the £25 offered by the *Manchester Guardian* for the best handicap time between Glasgow and Manchester.

The race is described below, together with times and other details and a brief account of the entrant and pilot of the winning machine.

The result of the race was almost a foregone conclusion by noon on Saturday. The three leaders in expert estimation, Mr. F. T. Courtney, Mr. L. Carter, and Mr. A. J. Cobham, who had been close together, began to spread out, and with Mr. Carter's retirement, due to a broken wire in his under-carriage, and the continued fine performance of Mr. Courtney, who was maintaining sufficient lead to ensure victory (bar mishaps), the chief point of interest centred on flying times and second and third places. But there was another element in the situation that greatly interested the experts. The two fast scouts in the race, Mr. Carter's "Grebe" and Mr. Courtney's Siddeley "Siskin," were both fitted with the Siddeley air-cooled 325 h.p. engine, and the great rivalry between water-cooled and air-cooled engines became white hot. Not many years ago it was believed that a size-limit would soon be reached in the air-cooled type; but already that supposed size-limit has been passed, whilst bigger air-cooled engines are already in an advanced stage. It being claimed for them that they are no more extravagant in the matter of fuel and oil than the other division, whilst all radiator complications are avoided. The problem has been mainly one of cooling, and the fact that this great race was won with an air-cooled engine indicates that the problem is by way of being solved.

A REMARKABLE CONTEST.

It was a very remarkable race, in weather that seemed likely to trouble the engines, although in other respects the absence of wind made course-keeping easy, and assisted in the matter of travel-speed on a long circuit with stages in all directions. Mr. Courtney taxed his engine to the utmost. He never spared it; and his confidence was fully justified in the result, for, in spite of a slight difficulty at one point with his petrol supply, this compelling him to fly at a great altitude over the bad country between Glasgow and Manchester, he completed the course in the remarkable time of 5 hours 25min. 27sec., an average speed of 119 miles per hour, actually 67min. less than last year's fastest time over the same course. Mr. J. D. Siddeley, the entrant of his machine, has every reason to be proud of the result. Not only was the engine a production of his works, where many years have been spent on its development, but the aeroplane itself, the "Siskin" scout, is the immediate prototype of a new and so-called Super "Siskin," a very dark horse adopted for the Royal Air Force, with a performance in the matter of speed and climb which must not be mentioned. The result was an undeniable victory for the air-cooled division, since it settled any doubts as to reliability. But it must not be inferred that the water-cooled engines in any way failed. As a matter of fact the retirements from the race were in no instance save one (Captain Stocken's) due to trouble with the engine or with its installation. As to winning speed, it obviously depends not only upon the engine, but also on the aeroplane itself. It is to be noted that the only aeroplane with a Napier engine in the race finished second, and beat last year's winning time by 57min. Waiting at Hendon for the finish it seemed, even after the departure of the competitors from Bristol, had been announced that there was a chance for Captain Broad to secure second place, but the two leaders were not to be overtaken.

In spite of the absence of strong wind, the slower machines with the bigger time allowances fared badly. Of them Captain Broad certainly did best, dropping only thirteen minutes. Mr. Muir and Flight Lieut. Longton lost about eighty minutes. Major Hemming fell back twenty-four minutes, and his chances seemed rather good on Friday. He had Captain Tyms with him, and the assistance of that expert navigator was calculated to ensure saving of time by keeping dead straight. I discussed the matter with Captain Tyms during the halt at Birmingham, and observed an inclination on his part to hope for bad weather. Just as it always was the prayer of our sailors that when the day of trial came they might meet the enemy in high wind and rough water, so did Captain Tyms back for nothing better than thick mist and cross winds (both combined if possible), for in that case, whilst many of the others might get miles out of their reckoning and proceed by curves and zigzags, he would rule

straight lines in the sky. Alas for him, there was no serious difficulty anywhere, little wind to allow for, and always recognisable landmarks in sight.

POSITIONS DURING THE FLIGHT.

Following were the positions of the machines at the different stages:

Pilot.	Glasgow	Man- chester.	Hendon	Flying time 2nd Section 422 miles. H.M.S.
Biard	1	1	1	5 40 34
Longton	2	2	2	5 40 34
Broad	3	3	3	5 54 49
Barnard, C.D.	4	4	4	6 00 00
Muir	5	5	5	6 23 54
Hemming	6	6	6	6 40 14
Barnard, F.L.	7	7	7	6 53 36
Stocken	8	8	8	7 00 00
Courtney	9	9	9	7 26 15
Carter	10	10	10	7 30 00
Cobham	11	11	11	7 30 14

FLYING TIMES.

Below are given the flying times:

Total	Sect'n 1.	Sect'n 2.	Total
allow'nces. 387 ms. 422 ms. 809 ms.			
H.M.S.	H.M.S.	H.M.S.	H.M.S.
Biard	3 14 21	4 13 43	—
Longton	3 17 30	4 24 31	5 40 34
Broad	1 43 30	3 28 10	3 54 49
Barnard,	C.D.	1 53 03	3 53 34
Muir	1 33 27	3 37 14	3 50 54
Hemming	1 40 53	3 40 14	6 50 48
Barnard,	F.L.	0 43 24	3 47 33
Stocken	0 13 33	3 40 41	—
Courtney	0 0 36	2 29 13	2 56 15
Carter	scratch	2 33 18	—
Cobham	0 2 25	2 35 11	3 0 14

THE FINISH.

The finish at Hendon was tame except for the universal delight at seeing the high-speed machines come roaring down on their long slants and across the line. But eight minutes separated Courtney and Cobham, five the latter and Broad, and six Broad and Barnard (who won last year's race). Then four minutes passed before Hemming came in, and about an hour lapsed before the last two arrived. During the afternoon some of the craft that had abandoned the race arrived back by short cuts, and some beautiful exhibitions of advanced flying were given by Flight Lieut. P. W. S. Bulman and Flying Officer J. S. Chick. The crowd was only of moderate dimensions, although there were many cars in the enclosure. The fact that the result could be foreseen by lunch-time, and the extreme heat of the day, combined with the distance of Hendon from town, kept the numbers down. There were big crowds, however, at Glasgow, Manchester and Bristol.

There was much of interest in the race. With one exception the machines were fast, high-powered craft, and the two scouts and the big supermarine amphibian were objects of great interest. Particularly was it a happy thought to enter the flying-boat, the spectacle of which soaring over the fields and towns caused great excitement and speculation. It was a most unfortunate mishap—the bursting of two landing wheel tyres at Glasgow—that struck this machine out of the race. But the Air Ministry officials decided that the craft ought not to continue in the race. It was, of course, in sound enough condition to continue in use, and Captain Biard took it up and proceeded southwards. Most of the other mishaps were broken wires, irritating misadventures that caused delay. No machine was actually put out of action, and the engines were extraordinarily good, showing what can be done by organisation and care.

ORDER OF ARRIVAL.

The machines finished in the following order:

ENTRANT.	PILOT.	MACHINE.
1. Mr. J. D. Siddeley	F. T. Courtney	Siddeley "Siskin" 325 h.p. "Jaguar"
2. Mr. G. A. J. Cobham	Robey	D.H. 9, 450 h.p. Napier.
3. Mr. H. Broad	Capt. H.S. Broad	D.H. 9c, 230 h.p. Siddeley.
4. Sir Samuel Instone	Capt. F. L. Instone	Barnard 350 h.p. Rolls-Royce.
5. M. A. S. Butler	Major H. Butler	Hemming 275 h.p. Rolls-Royce.
6. Capt. A. F. Muir	Capt. A. F. Muir	D.H. 9, 230 h.p. Siddeley.
7. Lt.-Col. F. McLean	Fe.-Lieut. W. H. Longton	Sopwith "Gnu" 110 h.p. Le Rhone.

BRITISH GOVERNMENTS' ECONOMIES.

PROGRESSIVE DIMINUTION IN EXPENDITURE.

In reply to criticisms in the House of Commons on the third reading of the Finance Bill on July 4th, Sir W. Joynson-Hicks (Financial Secretary to the Treasury) said complaint had been made that the Government was "not doing enough in the way of paying off debt and improving the financial position of the country. The total expenditure

In 1918-19 was	£3,146,000,000
In 1919-20	£2,638,000,000
In 1920-21	£1,830,000,000
In 1921-22	£1,194,000,000
In 1922-23	£909,000,000
This year	£375,000,000

Since the Armistice there had been a progressive diminution in expenditure, and it was only by that diminution that they could possibly get a return to normal conditions. The services in the Government departments had been reduced by 112,000, and they had now only 24,000 above the pre-war figures, including the 25,500 in the Pensions Department. Excluding the Pensions Department, there were only 3,000 more men employed in the departments than before the war. That showed a determined effort on the part of the Government to cut the staffs down to pre-war level.

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L.C.C. DECIDE FOR SUNDAY GAMES.

A MAJORITY OF 30.

The L.C.C. at their meeting on July 10th adopted a recommendation of the Parks and Open Spaces Committee to continue the arrangement for the playing of games on Sunday with such modification as might be made from time to time by the committee.

An amendment to withdraw the privilege as from Sept. 30th was defeated on a division by 33 votes to 33.

In anticipation of a lively debate on the question, there was a larger attendance than usual of the public in the members' and public galleries. At the opening of the sitting numerous petitions on the subject were presented by members, most of the petitions being Non-conformist bodies and others against the continuance of Sunday games.

Mr. W. C. Johnson asked the chairman of the Parks and Open Spaces Committee how many petitions had been received on the subject.

Lady Trustram Eve, in reply, stated that the figures were as follows:

In favour: Letters from 19 individuals; 14 organisations; and 1,433 petitions, signed by 41,817 persons.

Against: Letters from 153 individuals; 10 organisations; and 502 petitions, signed by 26,367 persons.

Later Lady Eve, in presenting the report of the Parks and Open Spaces Committee in favour of continuing the permission to play games on Sunday, said that they had not had one complaint from any individual saying that the parks were less quiet through Sunday games. Every single letter had been presented, and was open to the inspection of the Council. She thought that everyone would agree with her that in the majority of the parks there was room for a certain number of games on Sunday and for other people who did not like to have Sunday games. In every case of complaint there had been no second complaint from the same place, except one club, which lost its deposit and had not been put back on the list. During the first year it was necessary to deal severely with people who did not keep the rules and regulations.

33,452 GAMES PLAYED.

Another point was the extra Sunday labour. The Council had employed 41 extra men, and 39,452 games had been played; but no man had lost his Sunday or leave-day, or worked overtime. The cost, 2040, had been more than covered by the games. The only reason against Sunday games was the very real and true one of large bodies of people who said that it is part of their religion not to play games on Sunday. There was also a large body of religious people who believed in worshipping in the earlier part of the day and playing in the later part of Sunday. The number of petitions, she believed, was slightly in favour of games, but petitions were not things on which to base their arguments. (Hear, hear.)

Mr. A. T. Taylor said they could not build up a great nation without giving an important place to moral and spiritual considerations. To him it was a religious question, and he believed that one of the greatest things in building up a nation had been the sanctity of the Sunday.

Mr. G. H. Cook said that the number of petitions presented that afternoon showed that the arrangements made by the Council for playing games on Sunday were not what the people of London wanted. He maintained that no case had been made out for Sunday games. They were doing away with the bulwarks that safeguarded our young people.

Sir John Gilbert said that Mr. Taylor and Mr. Cook seemed to think that they represented the religious opinions of people generally. He belonged to a denomination that looked after its youth just as much as any other denomination, and he claimed that there was no objection to Sunday games under the existing arrangements. They left the morning free for religious observance, and the latter part of the day for games.

Mr. F. L. Dove said that statistics left him absolutely cold, and if they proved anything they proved that the opening of the parks had been a complete failure. Who are the people who were so desirous that these regulations should stand? One was a small and noisy class which desired that the whole seven days should be absolutely alike. The other and larger section consisted of those who thought that the working-classes wanted Sunday games, and said that they would keep men out of the public-houses.

Rev. Dr. Scott Lidgett asked if they were going to do something that might destroy the character of the great institution of the English Sunday. He contended that it was to a large extent a fictitious activity fostered by a number of newspapers. The arrangements for Sunday games, he maintained, would not provide such widespread influence for good as had been stated, but would shake an institution which afforded the greatest security and stability of the family life of the English race.

NO DESECRATION OF THE SABBATH.

Mr. H. Snell, M.P., said that those whose religious convictions led them to oppose Sunday games had his respect; but they were not the only people with religious convictions. Men who were in favour of Sunday games might have as intense desires for the safeguarding of our youth and for the sanctity of the Sabbath as they who travelled playing different lines. It was not a choice between playing games and going to church, but between Sunday games and loafing about and possibly getting into mischief. Playing games, he maintained, did not de-secrate the Sabbath; and if the Church had caught the spirit of keeping the body and mind clean and healthy, would have encouraged early worship on Sunday, and then said, "You are free for the rest of the day." If games on the Sunday kept only a hundred individuals clean in body and mind, they would be abundantly vindicated, and he hoped the report would be adopted.

The Rev. Stewart Headlam said that Sunday was a day of worship and recreation, and they should see to it that it did not interfere with the pleasure and rights of others. He supported the admirable recommendations of the Committee.

Mr. Ammon, M.P., said they could not lightly set aside an institution that had grown up through the centuries and become interwoven in our national life without doing irreparable damage. The English Sabbath was peculiar to England.

Mrs. Hudson Ball said there was something wrong in the upbringing of young children if it was believed that they were wasting time and getting into mischief unless they were playing ball. She maintained that there was no demand for Sunday games.

Mr. E. Cruse supported the committee's recommendation, and said that during the war there was no protest against working in munitions factories on Sundays; and if the recommendation were opposed on the ground of Sunday labour they must be consistent and oppose the running of trams, etc.

Mr. Taylor moved an amendment in the following terms:

In view of the fact that a large volume of public opinion is against games in the parks and open spaces on Sundays, no arrangement be made for their continuance after Sept. 30th of this year.

The amendment was lost on a division by 33 votes to 33, and the report of the committee was adopted.

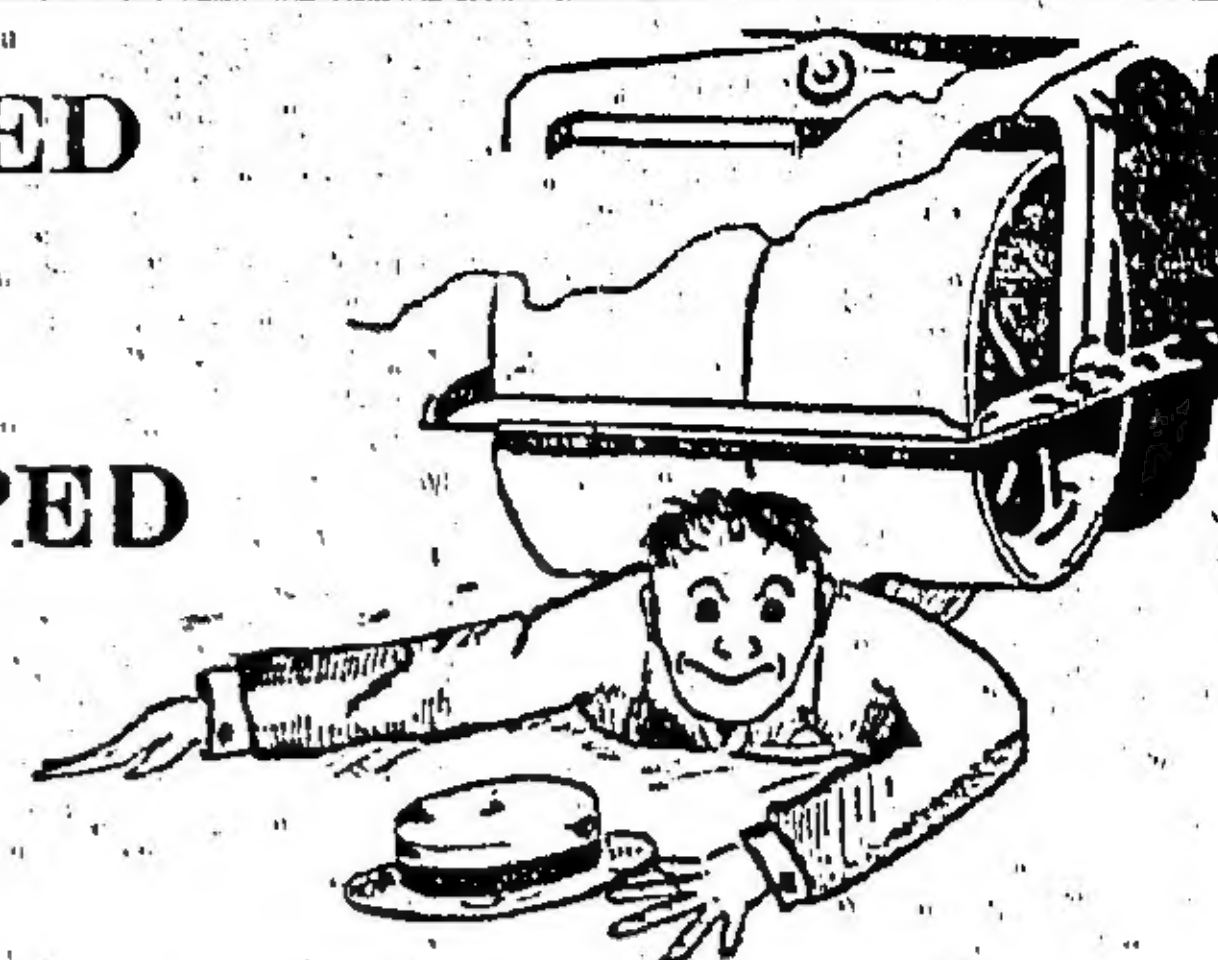
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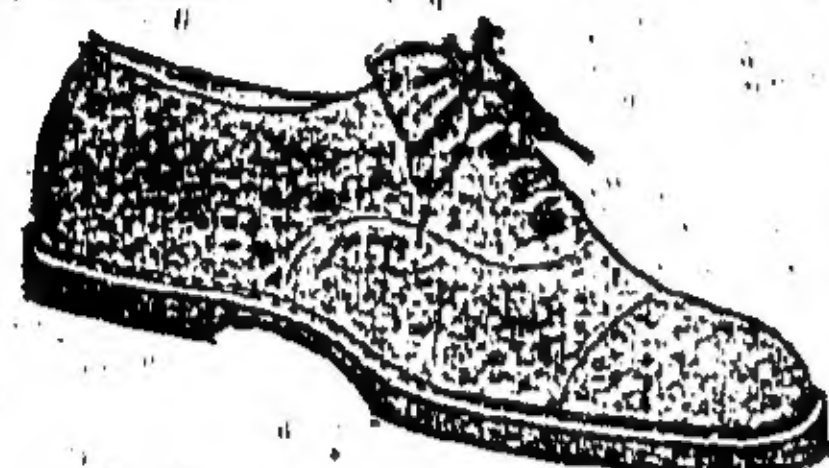
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DENT AND COMPANY'S AFFAIRS.

BANKRUPTCY EXAMINATION.

MR. V. DENT QUESTIONED ON THE COMPANY'S BUSINESS.

His Honour Judge Sir Skinner Turner on August 7th, in H.B.M. Supreme Court, at Shanghai, heard the public examination in bankruptcy of Mr. R. V. Dent, trading as Dent & Co. The liabilities approximately seven lakhs of taels, with assets believed to be nearly 30,000 taels.

Mr. Dent was questioned for a considerable time by Mr. Cook, the Official Receiver. He stated that he lived at the residence of his father in Rue du Roi Albert. His business was that of general merchants, and was originally started in June, 1914, under the style of A. Arnaud-Coste and R. V. Dent.

THE COMPANY'S CAPITAL.

The Official Receiver: What capital did you start with?

Mr. Dent: My partner put in Tls. 7,000 and I put in Tls. 20,000. I borrowed most of my amount from my father; my father borrowed his from Chinese friends.

The whole of your capital was Tls. 27,000?—Yes.

Have you personally and at all times superintended the business?—Yes, except for a period when I was away from Shanghai.

While you were absent from Shanghai, to whom did you delegate the superintending of the business?—My partner.

Were you satisfied with the result while you were away?—No, I considered my partner had acted without consulting me.

Dissatisfied with partner's work.

You mean to say you were thoroughly dissatisfied with the state of affairs when you came back?—I was absolutely dissatisfied.

Mr. Dent went on to state that he was absent, travelling, from August 24th, 1919, till April 25th, 1920. During this period his firm incurred no losses.

The Official Receiver: Then why were you so dissatisfied?

Mr. Dent: Because I considered he had exceeded all the arrangements between him and me as to the volume of trade. My idea of the piece-goods business was not more than £50,000. As soon as I had gone he disregarded the figure which I had mentioned.

Financial difficulties, added the witness, came later and the partnership was dissolved, the name of the firm being changed to Dent & Co. Witness thought it was better for only one man to have charge of the business. He approached his friends, the bankers, and also his creditors, in the matter. His partner told him "the game was up" and that he was not able to carry on, but witness decided that he would take over all the liabilities. His partner had insisted on going on with the Canton branch, which witness opposed.

BANK'S PERMISSION TO CARRY ON.

Witness approached the Bank and obtained permission to carry on, and he took over the firm in February last year. The arrangement with his partner was that the latter was not to interfere in any way with the working of the business.

The Official Receiver: You were at that time under large liabilities?

Mr. Dent: Yes, just about the same as they are now.

Witness had never been individually, or as a member of the firm, been bankrupt before.

Have you made any assignment for the benefit of your creditors?—I have given security to my bankers. I have made no assignments.

What securities did you hand over, and when?—I handed over my securities on the foundation of the firm. We just deposited them with the bank and we deposited them on various occasions subsequently. After the founding of the firm we did very well, but when bad times came along I had to go to the bank for assistance. This was in July, August and September, 1920, when we put up all our resources possible, and we did not come to the end of those resources till July, 1921.

Did you get any advances after that?—Yes.

Against what security?—No security. The bank did not ask for any security at all. No security.

How long did that go on?—Right up till now. The bank stopped any more advances on June 4th of this year.

You made no assignment, in a legal form, to the bank?—No.

The security you refer to: does that refer to goods?—Yes, import and export cargo. Every month we gave the bank a list of securities.

The Official Receiver: But I understand there was one assignment made?

Mr. Dent: Yes, a life insurance policy.

A £25,000 LIFE INSURANCE POLICY.

To whom?—The Hongkong and Shanghai Bank. That was on their request—a £25,000 life policy.

Did you have an advance after that?—Not on my policy; they took that out to protect themselves; it was security in the event of my default.

Witness went on to state that he kept complete books of account which were posted up to date and an outside accountant employed to go through them.

At the date of the receiving order, witness said, there were Tls. 740 in one bank account—otherwise they had practically no money. He (witness) could not then lay his hands on any money.

Witness said there were no other assets which he had not declared.

The Official Receiver: Had you any account in your own name?—Yes.

Where did you keep that?—At the H. and S. Bank.

Was that your own private account?—Yes. It contained but 97 cents.

Had you any other account?—I had an account in London with a balance of two or three pounds.

(Continued at foot of next column.)

FLOODS IN KWANGTUNG.

TUNG WAH HOSPITAL MEETING.

LARGEST SUM TO BE SPENT ON RELIEF.

A Meeting was held at the Tung Wah Hospital, yesterday afternoon for the purpose of applications for Flood relief in the East, West and North, Rivers districts.

Mr. Wong Ping Sun (Chairman) presided. Supporting him were the Hon. Mr. R. H. Kotowall and the Hon. Mr. Chan Sui Ki.

The two Chinese representatives on the Legislative Council. Amongst those present were noticed Messrs. Li Yau Chuen, Li Wing Kwong, Li Chung Kui, Li Po Kwai (Chairman of the Chamber of Commerce), Ip Lan Chuen, Chan Din Sun and others.

During the discussion allegations of seizure of food supplies to the distressed districts were made by the representative of the Tung Kuo District Commercial Association in Hongkong. The representative said that about a week ago, between \$300 and \$700 was subscribed in Canton for flood relief work in the Tung Kuo district. Permission was obtained from Sun Yat Sen's headquarters to convey some rice which was purchased with the amount, by a military service car, on the Canton-Kowloon Railway as far as Shikong.

Just before the train left, some Yunnanese troops seized both the rice and the flood workers on the ground that in these turbulent times military transport was paramount and nothing could be more important.

The meeting finally passed a resolution to apply to relief of a most urgent nature a sum of \$46,432.21, the residue of a sum collected a few months ago for war relief.

The difficulty of transporting rice to some districts, owing to the dangers from bandits and military were mentioned and it was decided that in districts which could be reached Hongkong would send supplies while the others would have to be attended to by the charity organisations of Canton.

The various district commercial associations would be requested to send delegates to superintend distribution.

Mr. Li Yau Chuen commenting on the need for strict supervision referred to an instance during a previous flood when the people of a village in his own district claimed that there were 27,000 inhabitants when he knew there were only 9,000.

A reference to be made under a combined effort in Hongkong, Canton and Macao with the Tung Wah Hospital as the central organisation was mentioned but was not discussed.

DEFAULTING CHINESE.

Mr. Dent said the firm experienced very heavy losses from defaulting Chinese. He did not sue the Chinese, but threatened them innumerable times by lawyers' letters.

"The losses were incurred by the Chinese," said Mr. Dent. "But they vanished before we had a chance to get hold of them."

Why did you give them goods without promissory notes?—We did not; they owed us the differences due to depreciation.

Mr. Dent said he had no other interest in any other property outside his own firm. He had a life policy for \$5,000 taken out in 1914. This was not in his name, but was taken out under a marriage settlement. One bank took out a policy for £25,000 and another bank for Gold \$40,000. There was another policy with the China Mutual and the Canadian Sun on the life of witness's son—taken out in 1913.

An answer to further questions, witness said he had paid Tls. 5,322 in insurance premiums during the last six months. The solicitor acting for him in these proceedings was Mr. Wright.

"Nothing."

The Official Receiver: What money or security have you given to your solicitor in respect of these proceedings?—Nothing.

Witness said he had pledged all his stock in trade with the bank. He suspended payment of his debts on July 16th, but they had a creditors' meeting two days prior to that date, "my credit was cut on the 13th, my business credit throughout the world was cut without my knowledge."

Have you incurred any losses by speculation, other than your own trade?—No.

Is it your intention to make a proposal to your creditors by way of a composition?—I have said the goodwill of the silk part of the business for Tails 100 a month for five years which makes Tails 6,000.

Asked as to the causes of his insolvency witness said that they were due to the deliberate breaking of contracts by Chinese purchasers, and the purchasers absconding, also to the chaos in China, to the trouble in the Ruhr district and other things, which made it almost impossible for business to be carried on.

When did you know you could not meet your debts?—In June, 1920, I foresaw this, but I knew in March, 1921.

When you did know this why did you carry on?—I was instructed to carry on.

By whom?—By my principal creditors.

Do you mean by all your principal creditors?—Yes.

PRINCIPAL CREDITORS.

Who do you call your principal creditors at that time?—The Hongkong and Shanghai Banking Corporation, Hobson & Co., of Manchester, the International Banking Corporation, who were representing Hill and Buckner of New York, the Bank de l'Indo-Chine and the Bank Industrielle.

Witness said his income was Tails 750 per month. This he drew from the firm as salary. When he went home in 1919 he took Tails 2,000, but after his return he took very little.

Witness said he had made a full disclosure of all he knew. He formerly had two motor-cars, which he intended to sell, but could not find a buyer. He purchased a lighter car on money borrowed from his father.

This closed the examination, no response being made to his Lordship's intimation that any creditors present were entitled to ask questions of witness.

(Continued at foot of next column.)

THE HONGKONG HOTEL CO., LIMITED.

ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given—

2.—In this Ordinance

(a) "Cash" means any coins or notes current in the Colony.

(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1). Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2). Sub-section (1) of this section shall not apply to the following:—

(a) any sale by the proprietor of an hotel to a person residing at the hotel;

(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;

(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjacent licence.

4.—Where any intoxicating liquor is sold by a servant or employee in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provisions of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKER,

Secretary.

Hongkong, 15th August, 1923

THE RUSSIAN STEAMER "ELDORADO"

RUSSIA ASKS FOR ITS SURRENDER.

The Russian Mission has sent the following memorandum, dated July 31st, to the Chinese Ministry of Foreign Affairs:

"According to information received by the Extraordinary Plenipotentiary Mission, the steamer of the Russian Volunteer Fleet, *Eldorado*, which was criminally taken from Vladivostok by ex-Admiral Stark in November, 1922, left Tsinghai on June 22nd for Shanghai with 500 soldiers of the former white army, from the so-called 'General Lebedev' group, while in the hold of the steamer there were 1,200 rifles, 9 machine guns, grenades and also rifle and machine-gun cartridges.

ORDERED FROM WOOSUNG.

"On June 29th the *Eldorado* arrived at the port of Woosung near Shanghai and made an attempt to get rid of her cargo, but, owing to the timely protest made by Mr. Elder, Representative of the Russian Volunteer Fleet, who pointed out that the steamer *Eldorado* belongs to the Russian Volunteer Fleet, and that the steamer was taken by persons who are prosecuted by the Russian Government, the Shanghai Chinese authorities, although they did not detain the steamer as should have been done, in order to return her to her legal owners, the Russian Volunteer Fleet, still took measures not allowing the whites to land and ordered the steamer to leave the port.

"On July 1st the *Eldorado* left the port of Woosung and on the 3rd of the same month arrived at the port of Tsinghai in Chekiang Province, situated twelve miles from the port of Ningpo.

"It is obvious that owing to certain special conditions leading her to think that the ship with military goods and refugees would be admitted to Tsinghai or Ningpo, the *Eldorado* decided to go there.

REFUGEE NEAR TSINGHAI.

"The Chekiang authorities officially, as in Shanghai, refused to allow the Russian Whites to go on shore, but the *Eldorado*, together with the Chinese guard-ship *Tung Ping* went to one of the islands in the Chusan Archipelago, about eight miles northwest of Tsinghai.

"At the present time the *Tung Ping* is guarding the *Eldorado* near which there are many Chinese junkies. Evidently the steamer not only is waiting here for admission to enter the port, but is busy with the secret unloading of arms at night.

"Passengers on the *Eldorado*, who officially are not admitted on shore in Woosung and Tsinghai, are landed in these places, and thence they are moving to Shanghai.

"It is beyond any doubt that the local Chinese authorities not only are informed of the stay of the steamer with arms and refugees in Tsinghai, but they are rendering her absolutely incomprehensible protection.

"In bringing this to the cognizance of the Ministry of Foreign Affairs, the Extraordinary Plenipotentiary Mission asks it urgently to communicate with the corresponding authorities and to order them to transfer the steamer immediately to the Representative of the Russian Volunteer Fleet in Shanghai, Mr. Elder."

"The Extraordinary Plenipotentiary Mission asks urgently the Ministry of Foreign Affairs to let it know of the subsequent measures taken."

DESTRUCTIVE FIRE IN SHANGHAI.

TAIKOO GODOWN DESTROYED; OFFICES SAVED.

The *Shanghai Mercury* of August 6th says:—

Damage estimated at nearly two lakhs was caused as a result of a fire last night in Godown No. 10—a building nearly 400 feet in length and about fifty feet wide—the property of Messrs. Butterfield and Swire on the French Bund.

The office building of "Taikoo" was for a considerable time in extreme danger, and it was only through the prompt efforts of the French Fire Brigade, under the control of Monsieur Chapeaux, and Mr. M. W. Pett, of the Shanghai Fire Brigade, that the damage was not more extensive.

The alarm was given by Mr. Forsyth, of the "Taikoo" firm, who occupies the upper floor of the company's main building. The time was about 11.30 and both Mr. and Mrs. Forsyth had to make a quick exit from the building. Two staff also had to make a quick exit.

The French Brigade got a direct call, and the Settlement brigade rendered colossal assistance, laying on, from the river, no less than two dozen streams. Two very powerful pumps were brought into action—with six machines altogether. It was a desperate fight to save the main building of "Taikoo" from catching. It was a "touch and go" question for nearly two hours. Commander Estivat, of the French gunboat *Colmer*, rendered considerable assistance.

The ground floor of the godown destroyed contained no cargo. The upper floor was stocked with wool and other minor cargo. The sky was illuminated for nearly two hours.

Five years ago a godown adjoining that of the "Taikoo" main building was destroyed in similar fashion, and the structure, re-built, in concrete, was probably responsible for last night's conflagration not being of a much more serious nature.

The blaze was first noticed in the rear part of the godown (No. 10). The ground floor of this building is occupied as a Customs inspection office and had no cargo. The upper floor contained all the cargo of value, and the roof thereof, of galvanized iron, was to-day conspicuous by its absence.

Had the wind been in a different direction, the main building of Taikoo would undoubtedly have caught fire.

COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years' experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Readjustment of your glasses. Your will fracturing Opticians, located in 53, Queen's Road Central.—Advvt.

GROWTH OF TUBERCULOSIS. SPEECHES AT ANNUAL MEETING OF ALICE MEMORIAL HOSPITAL.

NEED FOR A SANITARIUM.

The urgent need for a Sanitarium in which to deal with cases of tuberculosis was strongly pressed at the annual meeting of subscribers to the Alice Memorial and Affiliated Hospitals, which was held at the Chamber of Commerce board room yesterday noon.

The Hon. Mr. P. H. Holyoak presided, and there were also present the Hon. Mr. E. R. Hallifax, Hon. Mr. Chau Siu Ki, Hon. Mr. H. E. Pollock, Dr. T. W. Pearce, Messrs. W. B. Walker, A. E. Wright, Percy Cox, Cheung Chuk Ling, Mok Kon Shang, S. W. Tso, J. M. Wong, the Rev. H. R. Wells (hon. secretary) and Mr. H. Greenwood (hon. treasurer).

THE CHAIRMAN'S SPEECH.

The CHAIRMAN expressed his appreciation at being able once more to take the chair at one of their meetings. He had been associated with the hospitals for a good many years, and he knew something of the magnificent work which had been carried on, ungrudgingly and unselfishly, by the whole staff. The annual report would merit the most careful examination both by those interested in the hospital and its work, and by the public generally. Speaking as one who could now, perhaps, be described as an old resident, he knew of no institution in this Colony performing more valuable services for the community at large. As he had said a few years ago, and he repeated it now with increased vehemence, were it not for the services of this hospital, the Government would have to provide very much increased accommodation for Chinese patients in order to deal, month by month and year by year, with the cases handled, and well handled, in the Alice Memorial and Affiliated Hospitals. He had repeatedly come in contact with ex-Chinese patients in the hospitals, and he did not hesitate to say that they much preferred them to the Government Civil Hospital. Not only did patients receive expert surgical treatment, but they received general treatment to compare with anything in the Colony, and all this at a very small cost. Their clientele was largely amongst the very poor classes, who could not afford to contribute a great deal towards their keep. The hospitals were, then, performing services to the community which should neither be overlooked nor forgotten. They deserved more generous support than they had hitherto received.

THE MODESTY OF THE STAFF.

It was his opinion that the work of the hospitals was suffering from the modesty of the staff. They had not advertised in the past as they should have done. The splendid work they were doing was not widely enough known. It was fairly well known amongst the Chinese, but not so well amongst the European population. However, the committee had recently engaged a manager in England, and when he arrived part of his duties would consist of a publicity campaign. He hoped that next year there would be an increase in voluntary subscriptions.

With regard to their finances, he thought that if there were any capricious critics in the Colony, they would be silenced on examining the accounts. During the year economies had been effected on clothing, heating, repairs, and medicines. This proved that the hospitals were being well administered, but these economies should not be made necessary.

The CHAIRMAN touched on the death of Dr. Wood, and on the generous donations of the late doctor's father and mother on their visit to the Colony. The short book on the life of Dr. Wood which had been issued recently was worthy of the study of all.

AN URGENT NEED.

He then went on to speak of the tremendous increase in the number of tuberculosis cases their hospitals had dealt with in the past few years. Dr. Gibson, in his report, had pointed out that it was necessary to admit these cases from a humanitarian desire to alleviate suffering. He went on to say that if they were to achieve results along Western lines a modern sanitarium was an urgent need. Dr. Gibson (the Chairman continued) had rendered them tremendously valuable services since Dr. Mitchell had gone home, and he hoped they would not lose his services.

Finally, he wished to appeal to the public to provide the hospital with an "X" Ray apparatus. The need was an urgent one, but the financial position did not justify the committee in expending something like \$6,000 for the apparatus.

It was a necessity, both for diagnosis and the relief of distress. He would appeal to some of their more wealthy Chinese friends in particular. In these days, when the Colony was flowing with money, he thought they might see fit to supply the apparatus to the hospital.

THE PROPOSED SANITARIUM.

The Hon. Mr. H. E. Pollock, K.C., proposing the adoption of the report and accounts, said the Institution was doing a most valuable work in the Colony, and he thought the staff who carried it on were deserving of great praise for the way in which they had worked. With regard to the financial aspect of the report, he noted with regret that their income in the way of donations had decreased by \$2,300 since the previous year. He felt sure that when it was realised by the public what an important work the hospital was doing more support would be obtained. He hoped, next year that instead of having to record a decrease, they would be able to record an increase—in the report they would find reference to a proposal for erecting a country sanitarium, within convenient distance of trains or motor bus, where early cases of tuberculosis could be treated, and advanced patients found a home. The need was urgent, and he hoped some charitably-disposed gentleman in the community would come to the rescue. As the report pointed out, the Chinese were availing themselves more and more of Western methods of treatment. Tuberculosis was a very serious disease, and all members of the community should do all in their power to support funds for a sanitarium as suggested.

Mr. A. E. Wright seconded the motion, and endorsed all that Mr. Pollock had said.

The motion was carried unanimously.

THE FINANCIAL POSITION.

Mr. H. GREENWOOD, presenting the financial statement, expressed regret at having to report that there had been an expenditure of \$9,651 over the receipts. This was largely due to a falling off in donations, and their having to pay rent for premises after the sale of the Alice Memorial Hospital. To meet current needs they must have more donations.

Mr. Cox proposed, and Mr. Wong seconded, a vote of thanks to the hon. treasurer and auditors. This was carried.

VOTE OF THANKS.

Mr. GREENWOOD proposed, and Mr. WELLS seconded, that a vote of thanks be passed to the Chamber of Commerce for the use of their room.

This was carried.

THE NEW CONSTITUTION.

An extraordinary meeting was then held to bring the management of the hospitals in agreement with the new constitution.

The Secretary stated that the new constitution had been approved by the London Missionary Society, and last week he had received a letter from Mr. S. W. Tso embodying certain suggestions. These were largely provided for on the day's agenda. The new system would bring the hospitals more completely under control of the local committee, and would give increased powers to the general and executive committees.

On the proposition of the Hon. Mr. POLLOCK, seconded by Mr. Tso, the Hon. Mr. P. H. Holyoak was re-elected Chairman.

The CHAIRMAN proposed, and Mr. WRIGHT seconded, that the Hon. Mr. E. R. Hallifax be appointed Vice-Chairman. This was carried.

The Executive Committee was elected as follows:—Dr. Gibson (medical superintendent), Miss Rayner (matron), the Rev. H. R. Wells (hon. sec.), Mr. H. Greenwood (hon. treas.), the Hon. Mr. P. H. Holyoak, Hon. Mr. E. R. Hallifax, Hon. Mr. H. E. Pollock, Mr. W. B. Walker, Mr. S. W. Tso, Hon. Mr. Chau Siu Ki and Mr. J. M. Wong.

The following were appointed as extra members on the general committee: Messrs. A. S. W. Cousland, Percy Cox, F. M. Crawford, H. B. L. Dowbiggin, T. W. Hill, E. Humphreys, Hon. A. O. Lang, A. E. Wright, H. Lamb, and J. R. Wood. The meeting concluded with a vote of thanks to the Chairman.

SPORT.

WATER POLO.

Following are the results of last night's water polo matches, contested at the V.R.C. bath: U.A.C. defeated King's Regt. "B" team by 7 goals to 2. R.C.A. beat L.R.C. by 5 goals to 2.

SUPREME COURT.

CLAIM FOR \$73,925.

CONCERNING A COUNTER-CLAIM.

In the Supreme Court yesterday morning, before the Chief Justice (Sir William Rees Davies), a case was opened in which the Yik On Bank, of 77, Bonham Strand West, claimed from Yuen Hang Kin the sum of \$73,925.20, alleged to be the balance of nearly half a million dollars (principal and interest) lent by the Bank to the defendant.

Mr. C. G. Alabaster (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. F. C. Jenkin (instructed by Mr. G. K. Hall Brutton) represented the defendant.

At the outset of the case Mr. Jenkin intimated to his Lordship that he wished to make a formal application regarding a counter-claim. He explained that on the 10th February this year a counter-claim was inadvertently filed without the requisite permission of the Court having been obtained. In this counter-claim the defence alleged that the Bank had sold certain shares, property defendant had left with them as security on his debt, at a price below their current value. In consequence they counter-claimed for the difference between the price sold and the current market value. When it was discovered that the omission had been made they wrote to Mr. Alabaster and asked his consent for it to be overlooked. This was the course usually taken, and it was seldom that the other side raised any objection. In this case, however, the plaintiffs filed a reply to the effect that by reason of the omission the counter-claim was a nullity, and they could not give their consent. He had accepted this reply, and in accordance with Section 103 of the Code, he made formal application for a counter-claim to be allowed now.

His Lordship remarked that the counter-claim seemed to have been materially amended since it was first filed.

Mr. Jenkin replied that the new counter-claim was simply an alteration of the original. The defendant now counter-claimed that the plaintiffs, having accepted his shares as security for his debt, became his mortgagees. In exercising their right of sale they had failed to give defendant sufficient notice, or long enough notice to do that which the law allowed him. Therefore, defendant, as mortgagee, was entitled to relief by way of damages, and very substantial damages at that.

His Lordship: It is alleged, then, that they dabbled with certain shares of yours, without your authority, and that they sold at a price below their actual value, and now you claim damages?

Mr. Alabaster: They say we sold in the ordinary course of business, and we sold below market value.

Mr. Jenkin said he did not protest that now. He was now counter-claiming for damages on the ground that the mortgagee had improperly sold security, and the mortgagee was now entitled to damages. The law allowed them damages amounting to the difference between the price at which the shares were sold, and the highest price they touched between the date of sale and the day on which judgment in the action was given.

His Lordship: They are amending your original pleading?

Mr. Jenkin: We are merely altering the original counter-claim. It arises in consequence of no new plea, and there is no new fact in the pleading. . . . If I can establish that these shares were wrongly sold, there is no doubt but what I can take an action for damages as soon as this action is closed.

Mr. Alabaster contended that there was no cause of action in the new counter-claim at all.

Mr. Jenkin then informed the Court that he was unable to stand by his original counter-claim, because it had since been discovered that the facts did not support certain of the paragraphs in it.

Mr. Alabaster remarked that the original defence put forward was not an honest one. It was made to save time, and the stated facts were unsupportable. "It is purely a dilatory defence, and this counter-claim now is dilatory." But, he continued, the defence should not be allowed to abandon their original counter-claim at the last moment. In the original defence admitted the entire claim. In paragraph 9 of the document defendant gave credit to the plaintiffs in the sum of \$73,925.02. Mr. Jenkin now wished to strike all this out. Mr. Alabaster went on to point out that the new pleading was only served on him the previous day.

His Lordship: Supposing I do allow the new counter-claim?

Mr. Alabaster: Your Lordship cannot allow them to strike out the admission in the first counter-claim.

Mr. Jenkin here interposed that Mr. Alabaster could not take advantage of a document he had described as a nullity. Referring to the remarks of Mr. Jenkin regarding the plaintiffs' not agreeing to overlook the defendant's omission to observe the law in filing the original counter-claim, Mr. Alabaster remarked that had the defence troubled to look up the particular section of the Code, they would have seen that permission of the other side to overlook the defect was entirely unnecessary. They (plaintiffs) had intimated to the defence that, without prejudice to their claim of its nullity, they would plead to the original counter-claim.

His Lordship stated that the new claim should have been made long ago. The statement of defence was filed as far back as February, and a reply was received the same month. His Lordship proceeded to review the arguments, and told Mr. Jenkin that his counter-claim could not be allowed, and he would have to depend on his pleading alone.

Mr. Alabaster then opened his case for the plaintiffs. He stated that the Bank had loaned the defendant a total amount of \$316,005. As security, he had placed with them the following shares: 500 Shanghai Docks; 200 Shanghai Docks; 500 Whampoa Docks; 2,000 Ewo Cottons; another 2,000 Ewo Cottons; and another 700 Shanghai Docks. Out of these, he had redeemed 200 Whampoa Docks. They had given him credit for a deposit covering \$8,000, made in March of 1922, and interest on that deposit. They also gave him credit for \$32,400 when he redeemed the 200 Whampoa Docks, and credit for interest on that amount. They further gave him credit for certain advances received on the shares before sale, and afterwards gave him credit for the amount received on the sale. The total credit, therefore, was \$442,679.14. When the securities had been sold the balance due was \$73,925.20, for which they claimed.

After the tiffin interval Fung Yi Chi, the manager of the plaintiff bank, went into the witness-box. He said he saw the defendant at the beginning of the Chinese New Year and asked him about the payment of his debts. He had seen him very many times since in a room inside Mr. Ramjahn's office. He asked him to pay deposits on the shares which at that time were very much under value. The defendant promised day after day but he never paid any deposit. At the end of the second moon of the Chinese year, witness told him if he failed to pay up, the shares standing in his name would be sold and witness also pointed out to defendant that if he failed to pay he (witness) would suffer much heavier loss. During the last week in March and the first week in April defendant told him to sell the shares. Witness told him that the amount realised in selling the shares on a falling market would be insufficient to cover the money due to the Bank by several tens of thousands of dollars. The defendant replied: "If there are several tens of thousands of dollars short I will pay you." Witness added: "As a rule when there are such a lot of shares on the market you cannot dispose of them all at the same time."

Mr. Alabaster: Did you give your solicitors instructions demanding payment of the \$44,408 due?

Witness: Before I wrote to my solicitors I saw the defendant again and asked him what was to be done and as a result of this I just handed over the matter to Messrs. Benjamin and Potts and wrote to my solicitors on April 18th. Continuing, witness said he received a reply from Mr. Brutton on April 23rd who stated that it was usual to give one month's notice. Witness said it was not usual to give notice. At that time the market rate of these shares was falling. He had never heard of the custom of giving notice amongst the Chinese Banks. "As the market value was falling," he added, "speaking of a month's notice would have been absurd when three or five days would have made all the difference."

Witness replied to Mr. Brutton's letter, but as no reply was received he visited Messrs. Benjamin and Potts and gave instructions to sell the shares. The bank then loaned the sum of \$340,000 to a man named Tsim Chak and the shares were bought back and deposited in the Bank as a security against the loan. The shares had since been redeemed and sold to another firm but they were still held by the bank as the new purchasers obtained an advance on them. The name of the Yee Koo firm were entered in the bank books as the present owners.

Cross-examined by Mr. Jenkin witness admitted that 90 per cent. was a rather big sum to advance on shares but it was done in nearly every case, though not in every one. The money advanced to the defendant was between 80 and 90 per cent. on the total value of the shares.

Mr. Jenkin: And the only security for the advance is the shares themselves?

Yes.

And it follows that you loan against shares which you think are a very sound investment—I have my own way of doing business.

Well, then, I want you to let me into the confidence of your business (Mr. Jenkin repeated the question).

The witness: I don't mean to say it is a very sound investment, but if I found I could do business I would do it. Most of the business amongst Chinese is based on trust and honesty. Our firm has advanced millions without security: the only security being our clients' word of trust and honour.

Mr. Jenkin: Never mind about that, I take it that the percentage you offer on the shares depends entirely upon the trust you repose in the owner of these shares—On both: the man and the security which is put up.

And 90 per cent. advanced; no matter how much you trust the owner?—Yes; it is a very high percentage.

And who ever took over these shares had only to find 10 per cent. of the total value of them?—Yes.

And the balance which Tsim Chak had to find in order to take over these shares was \$36,232.37?—Well, not only that he had to pay a cheque for \$1,700 odd.

Witness went on to say that the brokerage and stamps used for the sale of the shares amounted to \$1,791.26. The amount he said was payable by the defendant.

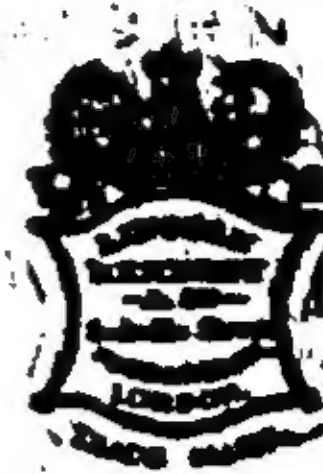
The case was adjourned.



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NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 55303 to 55332; Certificate No. 4817 for 25 Shares numbered 99851 to 99876; and Certificate No. 4930 for 8 Shares numbered 5103 to 5110 all registered in the Name of GEORGE HOVES have been LOST or DESTROYED and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1175]

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[1177]

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Grains for the ANNUAL RACE MEETING, 1924, will find Lists posted at the HONGKONG JOCKEY CLUB STABLES and RACE COURSE. [1178]

ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD., have THIS DAY been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNON, will make his Headquarters in the Offices of the Distributor, Queen's Building, WESTINGHOUSE ELECTRIC INTERNATIONAL CO., E. L. McCLOSKEY, Manager for China. [1179]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 23RD AUGUST, 1923.
Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 14TH AUGUST, 1923, to THURSDAY, the 22ND, AUGUST, 1923, both days inclusive.
SHEWAN, TOMES & CO., General Managers. [1180]

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No. 8, Des Vaux Road, 2nd Floor.
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STUBBERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via PORTS.

THE Steamship

"WEST CHOPAKA" having arrived from the above-mentioned ports, Thursday, 16th August, 1923, Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.
Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M., Tuesday, 21st August, 1923, by Messrs. ANDERSON & ARTHUR, Marine Surveyors.
All Claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered after 22nd August, 1923, will be subject to rent.
No fire Insurance whatever will be affected.
Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.
STUBBERS & BARRY, Agents.
U.S.S.B. Emergency Fleet Corps
Hongkong, 16th August, 1923. [1174]

INTIMATIONS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of August, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the GOVERNOR of eight Lots of CROWN LAND at Stubbs Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurement.	Area in square feet.	Area in acres.	Area in roods.	Area in furlongs.
1.	As per plan.	24,700	1.47	6.40	
2.	do.	25,300	1.52	6.60	
3.	do.	11,500	0.67	2.90	
4.	do.	14,000	0.81	3.50	
5.	do.	12,000	0.70	3.00	
6.	do.	30,000	1.74	7.60	
7.	do.	15,000	0.87	3.80	
8.	do.	24,000	1.39	6.00	

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.
THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN, AND CONTINENTAL PORTS, AND LONDON.

THE Steamship

"ALIPORO" carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 23RD AUGUST, taking Cargo, for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Shanghai and London.
Parcels will be received at the Office up to 5 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 16th August, 1923. [1183]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer LYCAON are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 14th August.
Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th August, will be subject to rent.
Claims against the steamer must be presented to the undersigned on or before the 3rd September, or they will not be recognized.
No fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th August, 1923. [1171]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.
The Steamship "BENROCH".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, Ltd., whences, and/or from the wharves, delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 A.M.
No fire Insurance will be effected by Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 14th August, 1923. [1170]

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 28,980,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 3,000,000
RESERVE FUND ... 1,750,000

HEAD OFFICE: Paris 9, Rue Boudreau.
LONDON OFFICE: 64, Old Broad Street, E.C. 2.

BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbian Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
Changhai Hankow Manchouli Tientsin
Chefoo Harbin Newchwang Urumtsch
Dairen Hongkong Peking Yokohama
Hankow Shanghai

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS, Manager.
[1177]

THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE: NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS.
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TRAVELERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.
P. J. VANHECKE, Manager.

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XS, and No. 1150, 978.

TO LET—TWO OFFICE ROOMS

Centrally situated. P. O. Box 250. [121]

WANTED from the Beginning of October, A FURNISHED HOUSE

or FLAT, Peak or Mid Level. Apply to Mr. H. G. L. MILLER, c/o CHARTERED BANK. [122]

WANTED A Good Situated FIRM, to take over a Hole-Agency in the Left

for a PATENTED HOUSEHOLD ARTICLE. Success assured. Address: BANE & CO., SCHUYENGEN (HOLLAND). [119]

WANTED A Chinese or Eurasian

CLERK must be a Quick Type Writer. Knowledge of shorthand not requisite but desirable. Apply in Writing to Box 86, c/o Daily Press Office. [115]

LOST OR STOLEN—Brindle BULL

DOG, White Patch on Neck from the Night of 8th August. Finder or Informer will be rewarded. Communicate with A. L. ALVES, 41, Granville Road, Kowloon. Telephone K210, Central 646. [118]

LOST—Between Deep Water Bay and

Hongkong via Aberdeen on August 8th from a Car. One DARK BLUE LADY'S RAINCOAT. Finder will be suitably rewarded on returning the same to No. 8, Letchford Hill, Broadwood Road. [117]

TO LET—EUROPEAN FLATS in Lee

Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [118]

INTIMATION

E WHISKY

The Old Favourite

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

CORFIELD.—At Kuling, on August 4th, the wife of G. F. CORFIELD, CORFIELD, D.S.O. (late Lieut. Colonel, R.E.), Chinese Maritime Customs, Yehow, Hunan, of a son.

KLINGENBERG.—At Shanghai, on August 3rd, to Mr. and Mrs. R. KLINGENBERG, a son.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 16TH, 1923.

CRIME IN THE COLONY.

MR. W. S. BAILEY'S long letter, on the subject of crime in the Colony and the inadequacy of the Police Force to cope with it satisfactorily, will doubtless receive the consideration it deserves at the hands of the public authorities. That newspapers have not been inundated with letters, especially from the Kowloon side, supporting Mr. BAILEY'S demand for better police protection must not be taken as indicating public indifference on the subject. There is no doubt that Mr. BAILEY'S letter gave expression to views and opinions from which few residents would dissent, and that this support and approval has not been vocal in the correspondence columns of the local press can only be explained by the statement that Mr. BAILEY'S letter put the matter so forcibly and at such length that there is little left to be said. It is not, would be just to charge the Government with indifference towards the deplorable facts which the criminal statistics of the Colony so clearly reveal. When the last Budget was introduced in the Legislative Council, the Officer Administering the Government, in drawing attention to the increase in the estimates of the Police establishment, remarked: "The problem of adequate policing has its special difficulties in consequence of the waves of crime which, from time to time, spread to the Colony during intervals of unrest in South China. It is necessary

LAST WEEK'S TYPHOON.

A SHIP'S TERRIBLE BUFFETING AT BULLOCK HARBOUR.

The China Merchants' steamer *Kwang Tai*, which arrived in port yesterday from Shanghai had to anchor at Bullock Harbour on account of the typhoon on the 10th and 11th inst., whose centre could not have been more than a few miles to the S.W. of Bullock Harbour. The lowest reading of the ship's barometer was 28.30 and the ship's officers count themselves fortunate in that their vessel escaped any material damage.

The *s.s. Tonghe*, of Chefoo, which was also anchored at the same place must have had a terrible time of it, for when the weather moderated and she could be seen from the *Kwang Tai*, she looked in a pitiful state. Her two forward lifeboats had been washed over her side, the two after ones had been lifted off their chocks and dropped on to the decks, the after part of the bridge had been torn away and some of her derricks had been unshipped. It was lucky for her that her hatchways held good, for she was deeply loaded. She was bound south.

POLICE RAID.

EUROPEAN FIRMS ASSISTANT COMPRADORE DETAINED.

On Tuesday evening, Mr. T. H. King, Deputy Superintendent of Police, Mr. C. G. Perdue (Assistant Director of Criminal Intelligence), Detective Inspector Earner, and a large party of detectives searched the Compradore's Office of Messrs. Dodwell and Company, Ltd. After the search they visited the Tokio Hotel (3rd Floor) and there searched a room. Nothing was found in either place. They then returned to Messrs. Dodwell and Company and after making a further search of the Compradore's office found in a safe one automatic pistol and a revolver.

Continuing their investigations the police party next visited No. 35, Conduit Road, the residence of the Assistant Compradore of the firm (Mr. Yue Man Hon), but nothing further was found there. The Assistant Compradore was taken to the Central Police Station in a motor-car and detained for the night. Yesterday he was still being detained and it is stated that a case relating to the seizure of the arms above mentioned is contemplated.

ALLEGED THEFT AT THE TAIKOO SUGAR REFINERY.

A Chinese was charged before Mr. J. R. Wood at the Magistracy yesterday morning with the theft of two gunny bags belonging to the Taikoo Sugar Refinery.

It was alleged that the defendant was seen carrying a box, which was found to contain four electric cells. He had a permit to take the box containing the cells out of the Yard. An Indian watchman on searching the box found the two bags where the fifth cell should have been stored.

Mr. H. O'Brien, chief time-keeper at the Refinery, gave evidence as to hearing a commotion and on going to investigate found the No. 7 Indian watchman and the defendant having a heated argument. He examined the box and saw the gunny bags concealed there. The defendant produced to him a permit from one of the engineers to take out a box under discussion.

The defendant's excuse to the Court was that he did not know the gunny bags were concealed in the box.
The Magistrate ordered the case to be remanded to this morning for further investigation.

ANOTHER ROWING INTERPORT.

HONGKONG TO VISIT SHANGHAI IN OCTOBER.

The Royal Hongkong Yacht Club has received an invitation from the Shanghai Rowing Club to be represented at interport rowing events to be held in Shanghai at the end of October. Other ports to receive invitations are Kobe, Yokohama, and Tientsin. The R.H.Y.C. have accepted, and we are given to understand that suitable men are being picked, and training has begun.

In Hongkong it is felt that Shanghai are rushing things rather, since it was only last Spring they were in this Colony on the occasion of the interport rowing events here. It would, perhaps, have been better to wait till a little later. However, this Colony is fortunate in the possession of some first-class oarsmen, and though it would be premature to forecast the members of the team sent up just yet, there is no doubt but what the Hongkong representatives will acquit themselves with credit.

CABLES.

EARLIER CABLES.

GERMAN REPARATIONS.

GERMAN CHANCELLOR'S POLICY.

BERLIN, August 14th.

An expression of willingness to submit the Ruhr question to the International Court of Arbitration was one of the chief features in Chancellor Stresemann's speech in the Reichstag.

In outlining his policy, Chancellor Stresemann further said that the new Government was formed on a very broad parliamentary basis, and would prove the strongest Cabinet against any idea of a violation of Germany since the Republic was established.

Chancellor Stresemann said that passive resistance was deeply rooted in the firm conviction of the justice of its cause. This had just been unequivocally recognised by the British Government, and they might assume that the statement of the British standpoint would find an echo in France and Belgium.

Chancellor Stresemann said he did not doubt that any impartial arbitral decision would restore the Ruhr to Germany.

Herr Stresemann only vaguely referred to the possibility of a resumption of reparations after unrestricted administration of the Ruhr had been assured to Germany. He implied Germany would be allowed to give breathing space, and "provided the burdens imposed permit of the continuance of the State's economic life and further development of the nation." Finally he referred to the necessity of restoring order at home and appealed to all classes to support the Gold Loan. He declared that it was the duty of the Government to satisfy the demand for a stable currency. He regarded the demand for a stable basis for wages as justified and concluded: "He only is lost who surrenders himself. We have the right to believe in Germany's future, and it is our task to secure it."

The Reichstag passed a vote of confidence in the new Government by 510 to 76, there being twenty-five abstentions.

FRENCH YELLOW BOOK EXPECTED SHORTLY.

PARIS, August 14th.

A Yellow Book will be published shortly supplying in detail to the British Note.

LORD CURZON IN FRANCE.

PARIS, August 14th.

Lord Curzon, is at present undergoing "thermal treatment" at Bagnolles (France).

AMERICA AND EUROPE.

U.S. GOVERNMENT POLICY UNCHANGED.

WASHINGTON, August 14th.

Mr. Coolidge presided over the first Cabinet meeting. All the Cabinet officials now in Washington have agreed to serve in their present capacity.

It is authoritatively stated that so far as Marquess Curzon's reparations plan accords with Mr. Hughes' suggestion, the Government is ready to play its part in a fresh determination of the economic conditions in Germany. Mr. Coolidge's administration adheres to the tradition which was laid down in a speech by Mr. Hughes in December. The Government does not see that the way is open to offer any direct aid in the present crisis, but will readily respond to any appeal for aid from abroad, where help can be given with due regard to the interests of the American people. The President does not see any occasion to call a session of Congress before the regular December session.

PIT EXPLOSION IN U.S.

SEVENTY DEAD COUNTED.

KEMMERER, WY., August 14th.

An explosion occurred at one of the Kemmerer pits (Wyoming).

Of one hundred and thirty-five miners who were employed, twenty-nine have up to the present been rescued, but seventy dead have been counted.

RUSSIA ENDORSES STRAITS CONVENTION.

ROME, August 14th.

Jordanski, on behalf of Russia, has signed the Straits Convention concluded at Lausanne.

CHARA-BANC CATASTROPHE.

LOURDES PILGRIMS KILLED.

TAMMES (Pyrenees), August 14th.

Twenty-three Dutch Lourdes pilgrims were killed at Sainte Sauveur as the result of a char-a-banc falling into a ravine.

The driver was trying to avoid a woman on the road.

HOME CRICKET.

LONDON, August 14th.

At Manchester, Hampshire beat Lancashire on the first innings. For Hants, Brown in the second innings scored 104.

Surrey beat Middlesex at the Oval on the first innings. Surrey had 482 for 6 and declared. Hobbs contributed 150 and Sandham 112. In the second innings they scored 230 for 7 and declared. Sandham compiling 73. Middlesex, scored 294 (Hendren 99, not out) and in the second knock 222 for 3 (Hendren 142 not out), a magnificent finish. Hendren saving Middlesex from defeat.

At Weston-super-Mare, Kent defeated Somerset by seven wickets. For Kent, Woolley in the second innings scored 100, not out.

Essex defeated Gloucestershire by six wickets at Cheltenham. For Essex, in the first innings, O'Connor compiled 128 and Douglas 147, not out. Claude Ashton in the second innings took 7 wickets for 51. For Gloucester, Smith in the first innings knocked up 149.

LATEST CABLES.

BRITISH AMERICAN YACHT RACING.

Ryde, August 14th.

America won the fifth British-American Cup race.

England leads by 105 to 74.

EARLIER CABLES.

THE GENERAL STRIKE IN GERMANY.

BERLIN, August 14th.

Despite strenuous efforts by the Communists, the collapse of the general strike is imminent.

The gas works are still idle, but work has been resumed at a number of power stations.

The trams and the underground railways are running, and traffic on the State railways is almost normal.

Attempted demonstrations in various parts of Berlin were suppressed by the police.

The situation has become worse at Stettin, where the dockers have struck work.

A number of shops were plundered, especially the butchers and bakers.

The Communists are stirring up the peasants, with the result that strikes have broken out on 30 estates in the Solder district.

Partial strikes are numerous at other places.

The Communists' appeal for a general strike at Leipzig failed.

The Communists attempted to occupy the industrial town of Solitz, where nine Communists were killed and 30, including several policemen, were wounded in a fight with the police.

Five civilians were injured as the result of a collision with the police at Hamburg. Order has been restored at Lubeck.

AIX-EN-CHATELLE COMMUNISTS KILLED.

AIX-EN-CHATELLE, August 14th.

Hundreds of Communists accompanied by cyclists patrolled the town and a number were arrested, upon which the Communists attacked the police station.

The German police threw hand-grenades and emptied their carbines and revolvers at the crowd, which the mounted police charged.

Sixty of the demonstrators were killed and wounded.

BERLIN, August 14th.

The Communists attempted to erect a barricade to prevent the passage of trams in the East End, and fired on the police, who returned the fire, wounding four persons.

POLICE CLASH WITH STRIKERS AT WILHELMSBURG.

BERLIN, August 14th.

While the Hamburg police were proceeding to Wilhelmshurg to relieve the Police Station beleaguered by the strikers, the latter attempted to block their progress by a volley of stones.

The police responded with revolver fire, killing three and wounding eight.

U.S. SEIZURE OF BRITISH SHIP.

NEW YORK, August 14th.

The following significant decision has been given by the Federal Court upholding the Government action in seizing the British vessel *Marion* off Fire Island on July 27: "When a British vessel hovers around the American coast, although three miles from the shore, with intent to violate the laws, and is caught in the act of smuggling or attempting to smuggle intoxicating liquors, and it is shown that it is having contact with the shore, its seizure, though of foreign registry and outside the three-mile limit, is justified."

ENGLISH CHANNEL STEAMERS' NARROW ESCAPE.

LONDON, August 14th.

The Southern Railway steamer *Princess Enda*, from Southampton to St. Malo, with 280 passengers on board, struck Minquiers Reef, Jersey, in a fog early this morning.

It was considered advisable to lower the boats, two of which were filled with passengers, who behaved in a most orderly manner.

There were no casualties.

Subsequently the vessel floated off with the tide, proceeding to St. Malo under her own steam.

There is no news of the two boats, but no apprehensions are felt, as the sea is calm.

ARRIVAL AT ST. MAJO.

LONDON, August 14th.

The *Princess Enda* arrived at St. Malo with all her passengers.

RUSSIAN TRADE DELEGATION.

M. RAKOVSKY'S "ACCEPTANCE" STILL UNSETTLED.

BERLIN, August 14th.

The question of Great Britain's acceptance of M. Rakovsky's appointment to London is still unsettled.

M. Rakovsky denies the "anti-British" utterances ascribed to him in the foreign Press, and he proclaims himself to be an advocate of the closest economic Anglo-Russian co-operation, considering that the present time is most favourable for participation of British capital in the recovery of Russia.

M. Rakovsky, who has departed from Berlin, hopes soon to go to London.

FOREIGN EXCHANGES.

LONDON, August 14th.

French Francs further depreciated to 83.00, and Belgian Francs to 100.15.

German Marks were quoted at between 10,000,000 and 12,000,000 to the sovereign.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SUPPRESSING TUCHUN RULE.

BRIGADIER-GENERAL BRUCE'S PROPOSALS.

LONDON, August 15th.

Strong measures to suppress Tuchun rule, is the principal feature of a scheme propounded by Brigadier-General C. D. Bruce, in a letter to the *Times*, for solving China's present problem of disintegration.

He says if nothing is done, disintegration by the Tuchuns will soon be an accomplished fact. The still existing possibility of the unification of China cannot survive many more years of Tuchun misrule.

The writer is of the opinion that next to the British, the Chinese are the most truly democratic nation of the world. They enjoyed a monarchical government, like the British, for centuries, and he doubts if any Asiatic nation can flourish as a republic. He believes, if it were possible, to carry out a referendum in China, the restitution of the monarchy would receive millions of votes, and it would best suit the country's present condition; but he realises that it is for the Chinese to evolve their own government, and for the foreign Powers to aid them in upholding it.

He proposes that the Powers tell the Central Government that it should hold each Tuchun responsible for the lives of foreigners and safe travel, and the foreign Powers should back up the Chinese measures to deal strongly with them within two years; also provide the money for gratuities and the re-assimilation into civil life of the disarmed adherents of the Tuchuns.

The *Times* in a leader says it does not believe that the Note addressed by the Powers to China will have the slightest effect. It says it is transparent "make see" in a hand of "make see." It criticises the formality of phrase and the argument of the document which, it says, deceives nobody in China, and nobody out of China who does not want to be deceived. "It says the Note might have been deemed satisfactory had the signatories stated how and when they propose to carry out their stated firm determination. The terms are hardly worth immediate discussion at present. They are only empty words which will not greatly move the phantom Chinese Government, or the very real and active Tuchuns and brigands."

The *Times* endorses General Bruce's proposals to deal with the Tuchuns. The paper urges the signatories of the four-power Washington Treaty to agree and act promptly, unless they are content to see Chink sink into an abyss while discussing measures for her preservation. Time is the main factor in the problem.

CHINESE POLITICS.

PEKING, August 14th.

Mandates appointing Chang Hu as Minister of Finance, concurrently Tapan of the Salt Administration and concurrently Director of the Currency Bureau were issued this afternoon.

BANDITS' BRITISH CAPTIVE.

MR. WEATHERBE SICK.

PEKING, August 14th.

The latest intelligence is that Mr. Weatherbe is sick. Negotiations for his release have reached a deadlock because the bandits demand ransom in arms before handing him over.

FROM THE "DAILY BULLETIN."

PAYMENT OF TROOPS.

TSAO KUN AND WU PEI FU REQUEST FUNDS.

PEKING, August 14th.

Tsao Kun has requested the Government to pay \$300,000 for his troops. Wu Pei-fu also requests funds.

WIRELESS IN CHINA.

PEKING, August 14th.

A report has been issued by the Mitsui Company giving the results of the official test of the wireless station at Shanghai, near Peking.

Communication was successfully established on August 10th with Bordeaux. The test is being continued with Saint Anne, Naumen, Carmanov, the Marshall Islands, etc.

OBITUARY.

DUTCH EX-MINISTER FOR THE COLONIES.

AMSTERDAM, August 14th.

The death is announced, following an operation, of M. Cramer, ex-Minister for the Colonies.

EMPIRE PRESS.

WIRELESS COMMUNICATION.

Although no definite arrangements have yet been made, it is hoped and believed that the third Imperial Press Conference in 1935 will be held in Australia, and that New Zealand will be included in the itinerary. This statement was contained in the fourteenth annual report of the Council of the Empire Press Union, whose annual general meeting was held in the Board Room of the Newspaper Proprietors' Association, Bouverie Street, Viscount Burnham, the president, occupying the chair.

On the subject of reduced cable rates, the report of the Council mentioned that on April 18th last the Western Union Telegraph Company announced a reduction of 2d. (five cents) a word in their charges for ordinary traffic across the Atlantic. The new rate was, therefore, 10d. as compared with its former rate of 12d. (six cents) a word in the "Eastern Zone" of North America. The other cable companies and the Imperial Cables made similar reductions. A similar reduction was made in the case of messages to and from certain parts of the West Indies and Central and South America.

"Deferred" Transatlantic rates had been reduced by 1d. per word, but this reduction did not include Canada, in which case the "deferred" rate was already less than that of the ordinary rate. Apparently the object of the cable companies in making these reductions was to compete with wireless telegraphy, the new cable rates being approximately equal to the wireless rates. No corresponding reductions had been made in Press cable charges, and inquiries of the cable companies and the G.P.O. elicited a statement that there was none in contemplation. With regard to wireless telegraphy, it was pointed out that the need for wireless competition with the cables to South Africa had been strongly urged by the London representatives of a large group of South African newspapers. The facilities offered by the Government wireless system for cabling to the East were still severely limited as regarded both delivery and time of despatch, and delivery was less reliable than by the cables. Further improvements in these respects, however, should prove to the cable companies that the best way of forestalling the threat of formidable competition was to cease exacting from Press correspondents the present exorbitant "urgent" rate for "flashing" big news.

Mr. Robert Donald (chairman of the council), in moving the adoption of the report and financial statement, mentioned that progress had been made in the way of reduced cable charges, but on the question of wireless telegraphy they only recorded history and not progress. The union seemed to be always getting near to a statement from the Postmaster-General when something happened to put them off. It was highly probable that the country might find itself committed to several millions of capital expenditure and a subsidy for wireless, running over several years, without the House of Commons having an opportunity of discussing it.

Sir Frank Newnes seconded the resolution.

A SPECIAL QUESTION.

The President, in the course of discussion, referring to telegraphic communication, said the question was a crucial one for the Empire, and unless it were satisfactorily answered it would go a long way to show that they had lost their hold in handling things to practical advantage within the Dominions of the Crown. As there had been many discussions on the subject at the Business Council of the Post Office, of which he was a member. He had spoken in exactly the same sense as members of the Council of the Union, but the worst of it was that the Postmaster-General changed once a fortnight (laughter)—and though he had a great respect for the permanent officials of the Crown, he did not wish to see the policy of Great Britain entirely left to them for their moulding. (Hear, hear.) Tradition in a department of State was a very good thing, but if it was not willing to admit that it ought to hold good for all time. (Hear, hear.) We now had in power a business Government; and it ought, above all things, to show business capacity in dealing with and surmounting difficulties that were undoubtedly pressing in regard to wireless telegraphy. Its area was strewn with the wreckage of abandoned hopes and unsavoury controversies. We had to get away from all that, and let the past bury its dead in respect of these matters. They wished now to take a fresh view, and he hoped and believed that was possible. He could not conceive anything that would conduce more to that end than that they should in the first place once again approach the new Postmaster-General, in whose quickness of comprehension and ability they all had great confidence. (Hear, hear.)

After the report and accounts had been passed.

Mr. Percy Hurd, M.P., moved, and Sir Harry Brittain, M.P., seconded the following resolution, which was unanimously adopted:

"That the new Postmaster-General, Sir Laming Worthington-Evans, M.P., be asked to receive at the earliest possible moment a deputation from this Union to point out the urgency of the provision of effective Empire wireless communication."

CABLE RATES.

Mr. T. J. Bennett, M.P., raised the question of reduced cable rates, and referred to the excessive profits made on the Pacific cable. They did not expect the Pacific cable to work at a loss, he said; and on the other hand, they did not expect it to make enormous profits. If any service could be done by putting a question on the matter in the House of Commons he would be quite willing to do so.

The President thought the idea suggested might serve a useful purpose. It seemed to him that, considering the vital importance of the subject, it should be raised upon it. (Hear, hear.)

WORLD AIR RULES.

RAIDS ON CITIES BANNED.

JURISTS' PROPOSALS.

The Washington correspondent of the *Chicago Tribune* telegraphs:

Far-reaching regulations, designed to minimize the horrors of warfare in the air, when perhaps will be the chief theatre of the next conflict, between nations have been framed by a commission of eminent jurists representing the principal Powers under a provision of the agreements made at the Washington Conference on the limitation of armaments. Below is the text of the rules governing the use of aircraft in war as finally approved by the commission sitting at The Hague and transmitted to the respective Powers within the last few days. It will be observed that aerial bombings of civilian populations removed from the immediate theatre of military operations, as in the case of the airship attacks on London and other cities during the world-war, are outlawed. The more important regulations are as follows:

Article 22.—Aerial bombardment for the purpose of terrorising the civilian population, of destroying or damaging private property not of a military character, or of injuring non-combatants, is prohibited.

Article 23.—Aerial bombardment to enforce compliance with requisitions in kind or payment of contributions in money is prohibited.

Article 24.—(1) Aerial bombardment is legitimate only when directed at a military objective, that is to say, an object of which the destruction or injury would constitute a distinct military advantage.

(2) Such bombardment is legitimate only when directed exclusively at military forces; military works; military establishments or depots; factories constituting important and well-known centres engaged in the manufacture of arms, ammunition, or distinctly military supplies; lines of communication or transportation used for military purposes.

(3) The bombardment of cities, towns, villages, dwellings, or buildings, not in the immediate neighbourhood of the operations of land forces is prohibited. In cases where the objectives specified in paragraph 2 are so situated that they cannot be bombarded without the indiscriminate bombardment of the civilian population the aircraft must abstain from bombardment.

4. In the immediate neighbourhood of the operations of land forces the bombardment of cities, villages, towns, dwellings, or buildings is legitimate, provided that there exists reasonable presumption that the military concentration is sufficiently important to justify such bombardment, having regard to the danger thus caused to the civilian population.

COMPENSATION TO BE PAID.

5. A belligerent State is liable to pay compensation for injuries to persons or to property caused by the violation of the provisions of this article.

Article 25.—In bombardment by aircraft all necessary steps must be taken to spare, as far as possible, buildings dedicated to public worship, art, science, or charitable purposes, historic monuments, hospitals, ships, hospitals, and other places where sick and wounded are collected, provided such places are not at the time used for military purposes. Such buildings, objects, and places must by day be indicated by marks visible to aircraft.

The use of marks to indicate other buildings, objects, or places than those specified above is to be deemed an act of perfidy. A belligerent who desires to secure by night the protection for the hospital and other privileged buildings above mentioned must take the necessary measures to render the special signs referred to sufficiently visible.

Article 27.—Any person on board a belligerent or neutral aircraft is to be deemed a spy only if, acting clandestinely or on false pretences, he seeks to obtain while in the air information within belligerent jurisdiction or in the zone of operations of a belligerent with the intention of communicating it to the hostile party.

Article 28.—Belligerent aircraft are bound to respect the rights of neutral Powers, and to abstain within the jurisdiction of a neutral State from the commission of any act which it is the duty of that State to prevent.

Article 40.—A neutral Government is bound to use the means at its disposal:

1. To prevent the departure from its jurisdiction of an aircraft in a condition to make a hostile attack against a belligerent Power, or carrying or accompanied by appliances or materials the mounting or utilisation of which would enable it to make a hostile attack.

2. To prevent the departure of an aircraft the crew of which includes any member of the combatant forces of a belligerent Power.

3. To prevent work upon an aircraft designed to prepare it to depart in contravention of the purpose of this article. On the departure by air of any aircraft dispatched by persons or companies in neutral jurisdiction to the order of a belligerent Power, the neutral Government must prescribe for such aircraft a route avoiding the neighbourhood of the military operations of the opposing belligerents, and must exact whatever guarantees may be required to ensure that the aircraft follows the route prescribed.

necessity of getting more communication between Australia and New Zealand and Great Britain and other parts of the Empire, something at least might come off the cable rates. They often heard speakers at public gatherings from the Commonwealth and the Dominions reproach them for the little news in English newspapers on matters of public interest to them. That surely depended upon the cable rates; and there was no doubt nothing would do more to produce a better crop of news and comment than to get those rates down to a lower and, as most people would think, a reasonable basis. (Hear, hear.) They would accept Sir Thomas Bennett's offer to ask a question on the subject in the House of Commons, and if no satisfactory answer were received, a debate might be raised upon it. (Hear, hear.)

"AN AGE OF THE CINEMATOGRAPHIC BRAIN."

U.S. SOLICITOR-GENERAL ON PRESENT-DAY TENDENCIES.

SHAKESPEARE'S "BED-ROOM PLAYS."

Mr. James M. Beck, Solicitor-General of the United States, was entertained to luncheon at Hyde Park Hotel by the English-Speaking Union. The Right Hon. Winston S. Churchill, president, and in proposing Mr. Beck's health declared that one after another the hostile influences and obstacles which had tried to make mischief between Great Britain and America had been weakened or swept away. In particular he referred to the beneficent effects of the removal of the Irish problem and the danger of rivalry in naval armaments. In his response Mr. Beck paid a tribute to the part that the union was playing in the spiritual solidification of the English-speaking world, upon which, the welfare of the world would, he declared, ultimately rest.

Proceeding, he said that sometimes he did not think we sufficiently emphasised our common faults and responsibilities. Supposing that William Shakespeare came out of his grave, what would his impression be of our civilisation to-day? No doubt his first thought would be that so amazing a civilisation deserved a new play, and he would go to a London manager and say he desired to write a play to be put upon the London boards. Thereupon the London manager, if he was not unlike his New York brother manager, would say: "Well, perhaps we could put it on the stage if you could write what is called, in the language of the theatre, 'a bed-room farce.'"

(Laughter.) Shakespeare would say that he had written three bed-room plays, "Othello," "Cymbeline," and "Hamlet," and thereupon the London manager would say: "We don't want that high-brow stuff. We want something short and snappy, as the American manager would say, 'something with pep in it,' the maximum of manly excitement with the minimum of intellectual effort."

(Laughter.) Shakespeare would not be in London many weeks before he would have the great disillusion that this generation gave all the inordinate emphasis that it was pleased to put upon mere physical power while the great things of value were subjected to the most shameful neglect. We greatly overvalued knowledge, but we under-valued wisdom, which was quite another thing. We greatly overvalued quantity and undervalued quality. The same applied to speed and sureness; automatic efficiency, and individual craftsmanship, standardisation, and originality; play and work; rights and duties, because to-day, in our democratic civilisation, the one insistent need of the average man was "What are my rights?" but how rarely and infrequently, and in what a pessimistic tone did he ever speak of his duties to the Commonwealth. (Cheers.) When he came to London, Mr. Beck proceeded, the first thing he saw on the newspaper placards was "Suzanne in Tears," "(laughter)," "Hobbs Not Out," "(renewed laughter)"—just as in America it was a question of whether Jack Dempsey was about to be put up against someone else. The fact was that the time had come when a little healthy pessimism would be the best foundation for the reconstruction of the world. We were living in an age of the cinematographic brain with a thousand images flashing across the screen of consciousness, when no man remembered in the evening what he read in the morning, and no longer considered the truth or falsity of anything he read. (Cheers.) You read something that reflected upon your kinsmen across the seas. You did not stop to consider whether it was true or false. This picture of the moving picture brain was never more picturesquely brought to his (Mr. Beck's) attention than a year ago when he had the great honour of being received in audience by King Albert of Belgium. There was a man, who was one of the great heroes of all time. (Hear, hear.) At a moment's warning he hazarded Crown and Throne for right—(cheers)—and if his little army had not stood at the gates and delayed the German advance, who could truly say that Paris had not fallen and the Battle of the Marne been an impossibility?

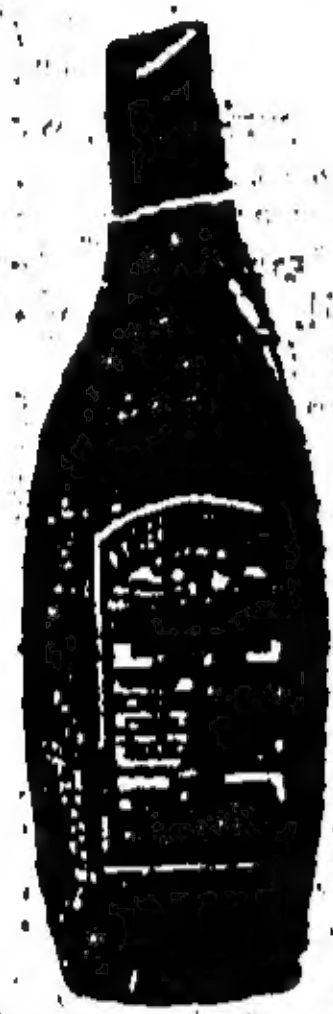
A smile came into the face of the King of the Belgians when he said that, after all, the greatest heroes of this age were Charlie Chaplin and Douglas Fairbanks. (Hear, hear.) If Charlie Chaplin came to London 100,000 people would crowd to see him; and if Douglas Fairbanks went to Paris literally another 100,000 people would crush in order to touch the hem of his coat-tail. (Hear, hear.) In America, on a sunny day, 100,000 people gathered together in a great stadium to see a boxing match. It brought back the thought that the English-speaking race was dangerously near the stage of the Hippodrome, and if experience taught anything it was that the stage of the Hippodrome was generally the first indication of the decay of any people. (Cheers.) But while the page of Shakespeare was neglected, his spirit was not dead. They ought to revive the love of Shakespeare among the English-speaking race, so that again a truer emphasis could be placed upon what after all were the great values of human life. (Cheers.)

SANDHURST COURSE.

PERIOD REDUCED TO 18 MONTHS.

It is officially announced that the duration of the course of instruction at the Royal Military College, Sandhurst, is to be reduced from two years to 18 months. This shorter period will commence with the cadets who join the college in September. As a result the number available for commissions in 1935 and subsequent years will be larger than the number who are able to obtain commissions each year under the present system.

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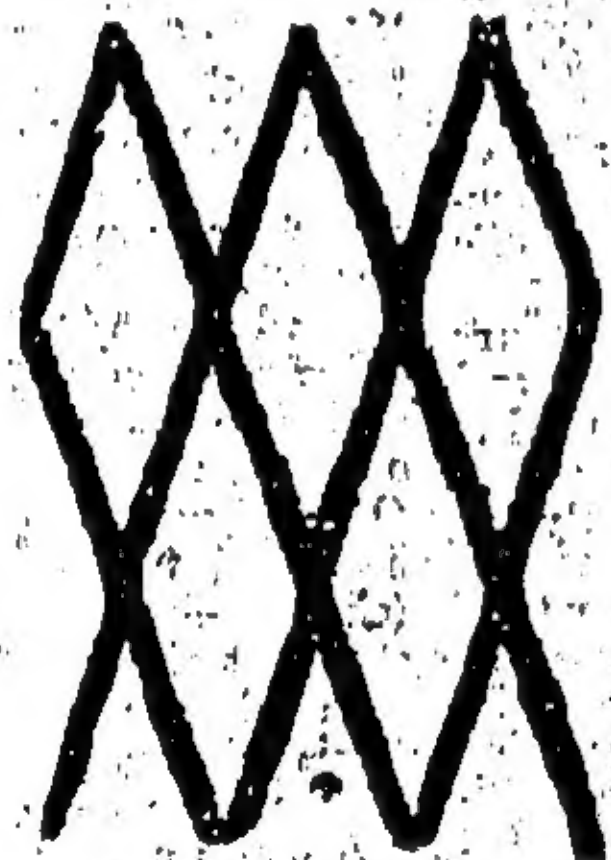
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HAS MAN TWO MINDS?
DANGERS OF THE THEORY OF
SUB-CONSCIOUSNESS.

Sir Edward Marshall-Hall's plea before Mr. Justice Darling that a client had written a letter while in a sub-conscious state raises issues which are likely to be hotly debated both by the legal and medical professions, writes a specialist in a home paper.

Whilst much support for the theory may be expected from those with a leaning toward psycho-analysis, it is unlikely that the law, as represented by the judicial bench, will concede one inch in their defence of the theory of free-will in crime, on which our whole system of punishment is based.

If it is once admitted that a man has erred while in a sub-conscious, or, as the Freudians prefer to say, an unconscious state, and is, therefore, not responsible for his actions, who thereafter can be found guilty, particularly of the more abnormal crimes, such as murder, which must be, even in the "normal" criminal, outside the range of habit and ordinary volition?

The Freudians regard every man as having two minds—one conscious, the other unconscious. Into the latter is driven everything that is unpleasant, which may never appear in the consciousness at all to disturb the general peace.

Unfortunately, they say, the unpleasant idea is not got rid of, and influences other matter. It has its effect, namely the emotional excitement which it arouses. In this way the girl who has been crossed in love, to use an old illustration, may do some unexpected and apparently unaccountable thing years after she has forgotten her disappointment, but which can be traced by the psycho-analysts to that cause.

In the same way many crimes are explained which would otherwise remain inexplicable, and there is undoubtedly an enormous mass of evidence in favour of the theory as well as a great many cures.

The trouble about putting such a doctrine into practical effect in the criminal courts is that it really implies that there is no such thing as free will, and that every one of us acts in response to forces of which we are not conscious, and over which we have, therefore, no control. To punish any man would be manifestly unjust.

IF THE DOCTRINE IS ACCEPTED. Accept the doctrine, and there is nothing else for it but to abolish the judges and put in their place a body of skilled Freudian practitioners. It may be taken for granted that not only will this be resisted by about one hundred per cent. of the judges, but that British public opinion will not abandon its present attitude for a century or so to come.

It may be feasible, on occasion, to bring a psycho-analyst into court to support the statements of a person claiming "unconsciousness" for his act, but as there would always be quite a number of older-fashioned medical men prepared to scout the idea, we should be just where we were.

And if the psycho-analyst is admitted, we cannot very well shut out the acolyte, who is able to prove the conviction that the habitual criminal, at least, to whom that is perfectly conscious and normal profession, is the victim, if not of his early surroundings, then of his heredity.

All of which may be perfectly true; but as things are in an imperfect world, where the State has to maintain order at all costs, any departure from the acceptance of free-will as the guiding principle of the actions of citizens, would lead us into a maze of problems which we are not yet well enough equipped to tackle.

THE MEDICINAL VALUE
OF COFFEE.

HOW TO PREPARE IT

Seeing that seven men out of ten prefer coffee to tea, says a writer in a London paper, it is amazing that the brewing of a pot of good coffee should be practically an unknown art in these islands.

As a nation we are not stingy yet nothing will induce the average cook to use sufficient coffee. She treats it as if it were tea, and flatly refuses to believe that a tablespoonful must be used where a teaspoonful of tea is sufficient. Nor can she be brought to understand that coffee must be freshly roasted and freshly ground.

One is sometimes driven to wonder whether coffee still labours under the same odium with which it was regarded when introduced into England in the middle of the 17th century. It was first served at the George and Vulture, off Lombard-street, and the Rainbow, in Fleet-street, but, from contemporary records, it was evidently regarded in the light of a nuisance.

At any rate, in the year 1657 Mr. Fry, a barber and at that time proprietor of the Rainbow, was "presented" by the inquest of St. Dunstan's-in-the-West "for making and selling a drink called coffee whereby, in making the same, he annoyeth his neighbours by evil smells, and for keeping the fire the most part night and day, whereby his chimney and chamber have been set on fire, to the great danger and affrightment of his neighbours."

Oddly enough, the great Boilat-Savarin was a bitter enemy of coffee. Yet to-day the medical profession extols coffee as a preventive of malaria and a most useful stimulant. Some doctors even declare it a specific in cases of typhoid.

Since the Great War coffee is slowly coming into its own, and here is the simplest and best recipe for making it.

Take a plain earthenware coffee jug. Metal should never be used in making coffee. Use one heaped tablespoonful of freshly ground and roasted coffee to each pint of boiling water. Let the coffee stand in a warm place for two minutes skim off the froth, and the coffee is then ready for the table.

One more hint. Do not boil the milk for the breakfast coffee, but take it off the fire just before it begins to bubble. And let me remind you that white crystallised sugar—not lump or ordinary brown—is the proper sweetening for proper coffee.

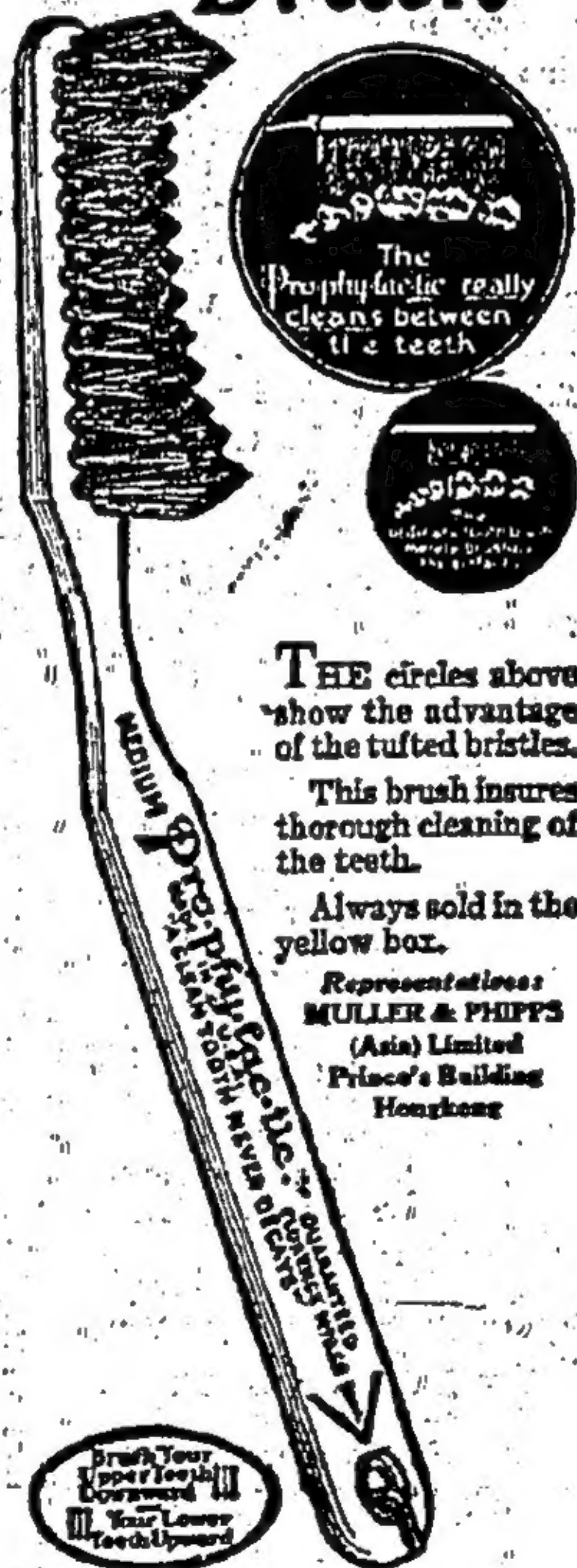
A man's business is more likely to go wrong if he does not mix a little music with it.—Dr. Henry Coward.

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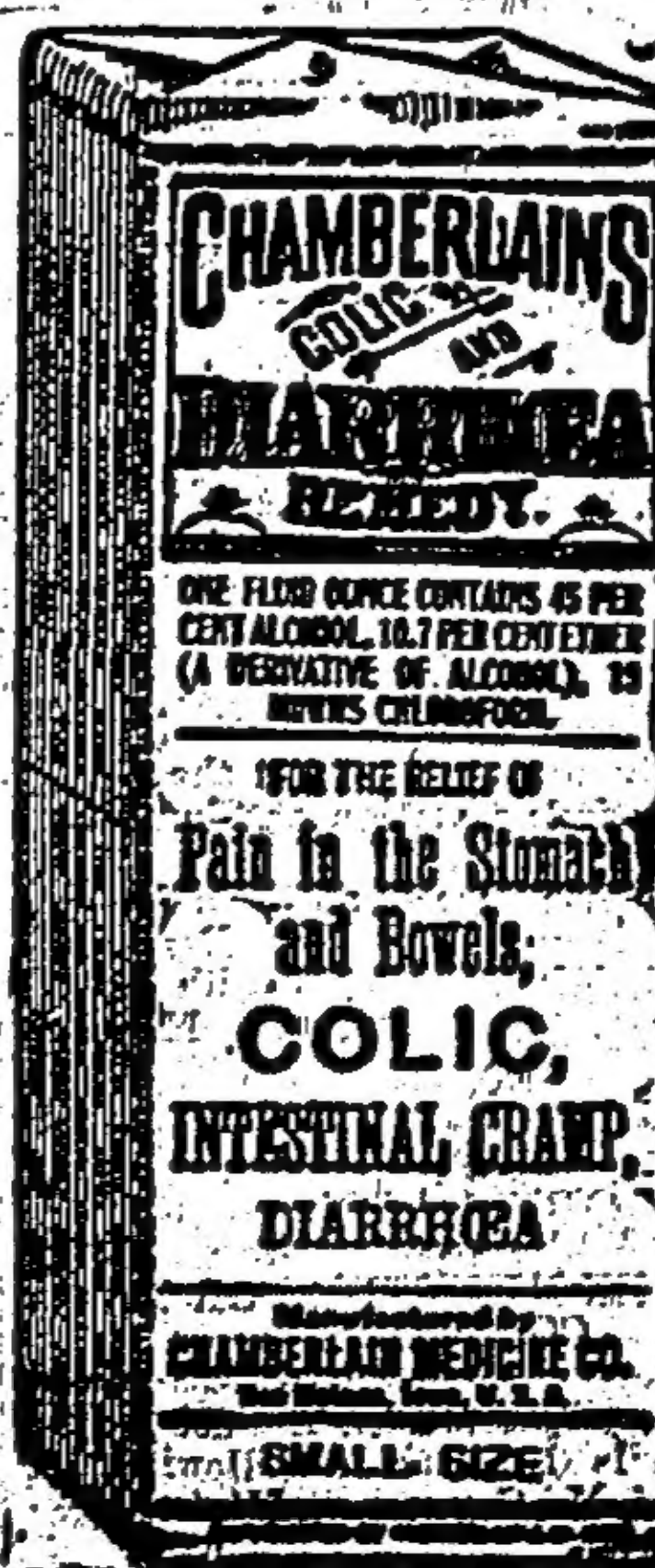
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DIVORCE REPORTS.

JOURNALISTS FAVOUR LEGAL RESTRAINTS.

A Select Committee of the House of Commons further considered on July 10th the Matrimonial Causes (Regulation of Reports) Bill. The measure provides that it shall not be lawful to publish any particulars of divorce proceedings other than the names of the parties, the grounds upon which the proceedings are brought, particulars of any argument on any point of law arising in the course of the proceedings, and the decision of the court thereon; the finding of the jury (if any), and the judgment of the court, or to publish in any report of any such proceedings, any imputations, matter, or particulars, or physiological details the publication of which would be calculated to injure public morals. The chair was occupied by Sir E. Cecil (C. Aston), who presented the measure.

The Chairman, at the outset, read a letter which had been received from the Newspaper Proprietors' Association in reply to a request that they should nominate a person to give evidence before the Committee on their behalf. It ran: "I brought your letter before the council, and I am desirous to say in reply that they think it would be impracticable to nominate a person to give evidence on behalf of the association, but that they see no difficulty in giving effect to the provisions of the bill as drawn. The council can suggest no alternative method which would be an improvement on that proposed."

Mr. F. Peaker, president of the Institute of Journalists, said that on March 10th of the present year the council of the Institute of Journalists passed the following resolution:

"Whilst prepared to offer determined resistance to any attempt at censorship of the Press, the council of the Institute of Journalists place on record their strong disapproval of the increasing tendency in newspaper reports to publish and give undue prominence to nauseous and intimate details of divorce petitions and of murders and other criminal cases, and refer the question to the executive committee, with a view to such further action as may be considered advisable."

A copy of this resolution was sent to the Press and to the Newspaper Proprietors' Association. That was before this bill was introduced, when the executive committee came to consider what other steps might be considered advisable, things were beginning to happen in regard to a bill of this sort, and he was instructed to get into touch with the chairman of this Committee. His counsel thought that the resolution and the discussion on this bill had already secured some improvement.

The Chairman: Would you agree that the best solution of this problem, if it were practicable, would be to get a general agreement among the newspapers not to publish unnecessarily objectionable details?—I wish that that could have been done, but I am afraid it is impossible now.

Witness added that he believed that now there was nothing but compulsion. He was reluctant to support compulsion, because he believed that in the ordinary way complete freedom of the Press was the best safeguard of the public interest. But where that freedom degenerated into license and the regular scouring of the courts for sensational material it was impossible to defend the freedom of the Press for that sort of thing, and there was no more harm in prohibiting the publication of such matter than there was in prohibiting a newspaper from libelling people. His council felt that the real evil was not so much the mention and reporting of these cases as the volume of such matter that was regularly provided by some newspapers. It was the cumulative effect of column after column of this sort of thing that was so bad, for it tended to make young people without experience and without a sense of proportion think that the sort of life depicted in these pictures from the courts was common, whereas it was abnormal.

The Chairman: You think this does not enhance the dignity of the British Press? No.—These reports are reproduced in the vernacular Press of India, and might give the impression that that is the sort of life we lead. This criticism applies to other courts than divorce courts. This bill really touches but a small part of the problem. Divorce cases are not the worst cases. Some newspapers provide eight or nine or ten columns of this sort of thing, and if you exclude divorce reports they get the quantity they wanted from other cases. All the same, we welcome this bill as a gesture on the part of Parliament that the eyes of the country are on these people, and that if they do not take notice something more will be done.

You believe that the bill should be extended to other cases?—That would want a good deal of consideration, but I want to point out that divorce cases are not by any means the whole case. Witness added that while his council felt that something should be done to check the evil which was being considered by the Committee, they also had in mind that there were some dangers in limiting the freedom of the Press. He would plead for the summing-up of the judge not to be banned from publication. It might be said that there would, on occasion, be things in the summing-up that it would be very undesirable to print, but a hint from the judge to the representatives of the Press would always be taken. He had never known such a hint disregarded.

Sir T. Bennett, P.M.: You referred to the fact that some of these reports were copied by the vernacular Press of India. You, as a journalist, may be interested to know that when I controlled a newspaper there I excluded these reports for this very reason.

Witness said that he was very glad to hear it. Answering further questions by members of the Committee, witness said the bill was not dealing with anything but a small portion of the real evil of indecency in the Press. As to the possibility of injustice being done by a summarized report, a skillful journalist would summarize anything. He thought journalists would welcome relief from having to do the sort of thing which the bill aimed at prohibiting. (Continued on next column.)

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[463]

WIRELESS IN TRAINS.

After a long series of experiments a successful installation of wireless apparatus has been made for use on the Paris-Bordeaux express, and it is probable that permanent arrangements will soon be made so that passengers shall be able to hear the Eiffel Tower concerts and news and news messages.

In the latest trial two sound magnifiers were placed at each end of the smoking saloon, and in spite of the difficulties caused by the shaking and noise of the train, hearing was easy. The accumulators and other apparatus were placed in a cupboard, and at all points of contact with the wall and the floor india-rubber pads were placed to diminish the effect of vibration.

The Chairman: Is publicity always a deterrent?—Some people like notoriety, even if it is evil notoriety, but still I think it is a deterrent.

The Committee adjourned.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW...	"TUNGSHING"	Friday, 17th Aug., 11 a.m.
MANILA	"HINGSANG"	Friday, 17th Aug., 3 p.m.
SHANGHAI via SWATOW	"TAISANG"	Sunday, 19th Aug., 3 a.m.
RANGOON via SWATOW	"CHAKSANG"	Monday, 20th Aug., 2 p.m.
TSINGTAU via SWATOW	"WAISHING"	Tuesday, 21st Aug., Noon.
SHANGHAI	"KWONGSANG"	Wednesday, 22nd Aug., Noon.
TIENTSIN	"CHUPSHING"	Wednesday, 22nd Aug., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 22nd Aug., 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 24th Aug., 8 a.m.
Kobe via SHANGHAI	"KUTSANG"	Friday, 24th Aug., Noon.
SANDAKAN	"MAUSANG"	Saturday, 25th Aug., 11 a.m.
STRAITS & CALCUTTA	"FOUSANG"	Tuesday, 28th Aug., 3 p.m.
RANGOON via HOIHOW	"CHUSANG"	Wednesday, 29th Aug., 5 a.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Bangkok to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

BRANCH LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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s.s. "LAISANG" will be despatched on or about Wednesday, 22nd Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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OUTWARDS.

HOMEWARDS.

Vessel	Das Hongkong	Vessel	Leaves Hongkong	Discharge
"FEMBROKESHIRE"	28th Aug.	"ICARNARVONSHIRE"	18th Aug.	
"GLENLUCE"	10th Sept.	London, Rotterdam & Hamburg		
"GLENOGLE"	30th Sept.	"GLENBEG"	20th Aug.	
"CARMARTHENSHIRE"	6th Oct.	London, Rotterdam & Hamburg		

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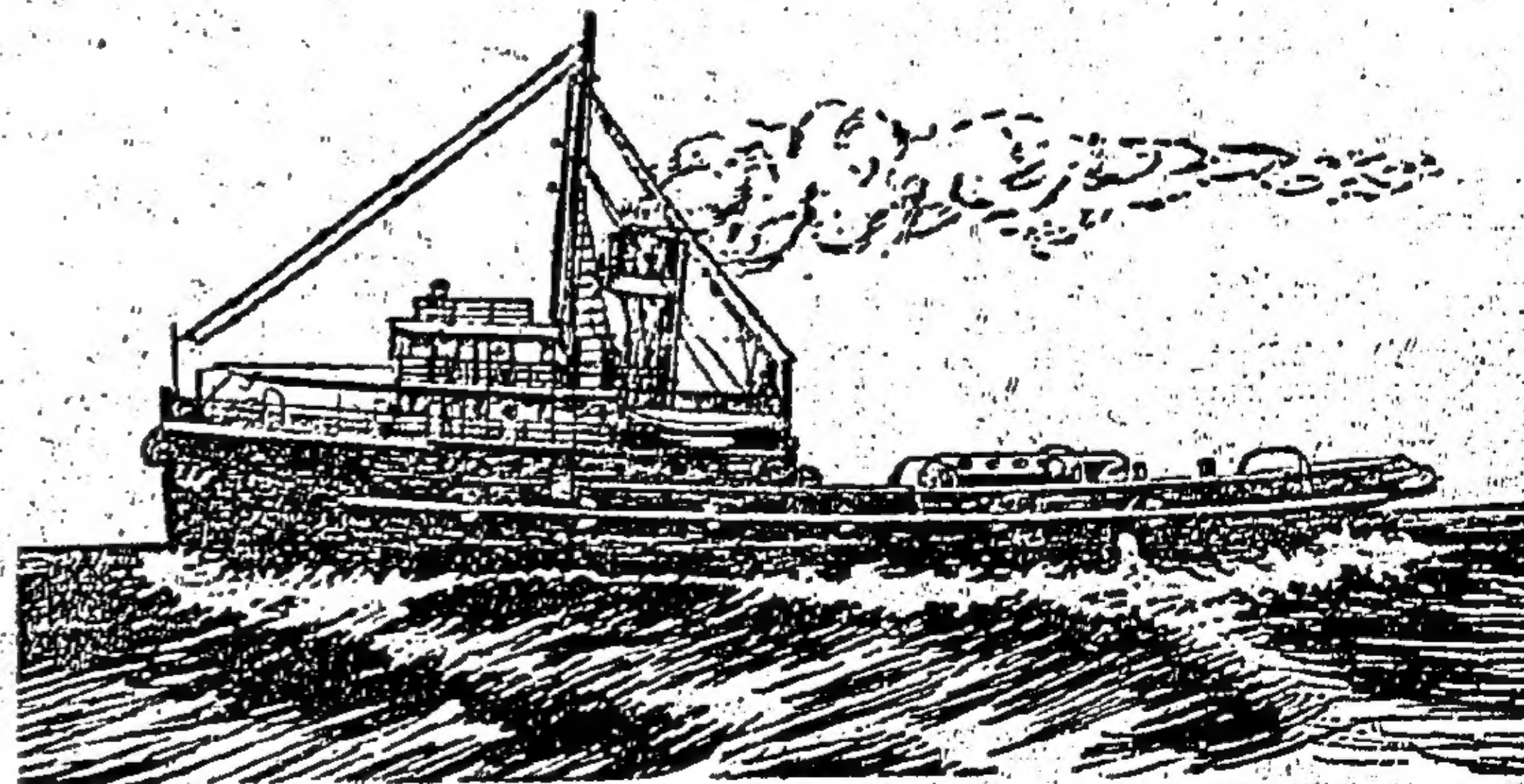
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R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

August 14th.

Glenshaw, British str., 4,011 tons, Capt. W. E. Roberts, from London and Singapore, with a general cargo.—O.S.K.

Paris Maru, Japanese str., 4,278 tons, Capt. S. Imai, from Singapore, with a general cargo.—O.S.K.

Taihythys, British str., 6,514 tons, Capt. W. Beswick, from Keelung, with a general cargo.—B. & S.

August 15th.

Ats Maru, Japanese str., 6,025 tons, Capt. P. Watanabe, from Yokohama, with a general cargo.—N.Y.K.

India Maru, Japanese str., 4,846 tons, Capt. K. Takahashi, from Bombay and Singapore, with a general cargo.—O.S.K.

Chok Sang, British str., 1,470 tons, Capt. G. D. Nicoll, from Bangkok and Swatow, with a general cargo.—J. M. & Co.

Clara Johnson, German str., 1,545 tons, Capt. Christiansen, from Rangoon and Penang, with rice.—Wing Fat Hong.

Tsukiki Maru, Japanese str., from Canton.

Zai Peng, British str., 1,190 tons, Capt. Ellis Walker, from Swatow, with a general cargo.—D. & L.

Kwang Tai, Chinese str., 1,338 tons, Capt. N. MacLean, from Shanghai, with a general cargo.—C.M.S.N. Co.

Persia Maru, Japanese str., 2,670 tons, Capt. T. Kondo, from Batavia, with a general cargo.—T.K.K.

President Jefferson, American str., 8,443 tons, Capt. F. R. Nichols, from Seattle and Shanghai, with a general cargo.—Admiral Oriental Line.

Tina, British str., 5,730 tons, Capt. T. R. Ireland, from Shanghai, with a general cargo.—B. & S.

Tungshing, British str., from Canton.

CLEARANCES.

August 15th.

Aki Maru, for Manila.

Ando Maru, for Moji.

Bushu Maru, for Takao.

Chikyo, for Swatow.

Chihli, for Hongkong.

Fushing, for Swatow.

Fushiki Maru, for Keelung.

Huifong, for Swatow.

Huifong, for Canton.

Jade, for Haiphong.

Korea Maru, for Manila.

Kwang Tai, for Canton.

Lygon, for Shanghai.

Persia Maru, for Shanghai.

Persia Maru, for Kowloon.

Taiwan, for Manila.

Taiwan, for Manila.

PASSENGERS.

ARRIVALS.

Per *s.s. Hui Peng*, on August 15th: Miss Heard, Mr. F. H. Wilkinson, Miss D. Stappa, Miss S. Best, and Master D. Davidson.

Per *N.Y.K. s.s. Aki Maru*, on August 15th: Mr. H. D. Webster, Mrs. H. S. Primmer, Mr. J. L. Comrie, Mr. and Mrs. J. T. Picken, Mr. and Mrs. Loss Lewin, Miss T. J. Roswell, and Mrs. L. Nettell.

DEPARTURES.

Per *Pacific Mail s.s. President Cleveland*, on August 15th: For Shanghai: Mr. F. Bumann, Mr. and Mrs. J. C. Brickwell, Mr. D. Bliss, Major M. Garibaldi, Mr. L. W. Klutz, Mr. F. C. Najera, Mr. Vernon H. Petrie, Mr. R. J. Pauly, Miss Elsie G. Rhodes, Mr. and Mrs. A. W. Rettig, Mr. and Mrs. B. H. Smith, Mrs. Grace L. Virden, Miss Naisa E. Virden, Mr. A. F. Whelan, For Yokohama: Mr. Alma Halfer, Mr. P. Santos, For Honolulu: Miss R. M. Brady, Miss L. Johnson, Mrs. B. D. Cockson, For San Francisco: Mr. Gonzalo Alayo, Mr. L. Armstrong, Mr. G. E. Bruner, Mr. M. A. Bui, Mr. and Mrs. Asa G. Candler, Miss Lucy Candler, Mr. John Candler, Mrs. T. F. Danner, Mr. M. P. Dunlap, Rev. E. P. Duffy, Mr. T. L. Fessler, Jr., Miss V. O. Finney, Miss G. E. Finney, Mr. and Mrs. Pedro Guayra, Mr. C. H. Hartman, Miss Elsa Krumer, Mr. J. T. Knowles, Mr. M. P. Lichauco, Miss C. Leonard, Mr. and Mrs. J. E. Longren, Mr. M. R. Montemayo, Mr. Hugo Miller, Mr. A. Roldan, Mr. and Mrs. E. D. Sachs, Mr. C. E. Tobias, and Mr. H. A. Wiggins.

SHIPPING MOVEMENTS.

The *R.M.S. Empress of Canada*, which left Hongkong on July 28th, arrived at Vancouver on August 14th.

The *N.Y.K. s.s. Liverpool Maru* (Hamburg line), left Singapore for Hongkong on August 13th, p.m., and is expected here on August 20th.

The *s.s. Oanfa* (Blue Funnel), arrived at Boston on August 14th.

The *s.s. Rhine* (Blue Funnel) left Port Said on 6th inst. for London, Rotterdam and Hamburg.

The *s.s. Cygnus* (Blue Funnel), left Port Said on 11th inst. for Marseilles, Havre, Liverpool and Glasgow.

The *s.s. Troilus* (Blue Funnel), left Port Said on 12th inst. for London, Rotterdam and Hamburg.

The *s.s. Nimrod* (Blue Funnel), left Port Said on 14th inst. for Boston and New York.

The *s.s. Laramie* (Blue Funnel), for London, Rotterdam and Hamburg, left Shanghai on August 14th for this port, and will be despatched hence on August 20th, at 4 p.m.

VESSELS EXPECTED.

Amboise (M.M.), due August 28th.

Andre Lelon (M.M.), due August 17th.

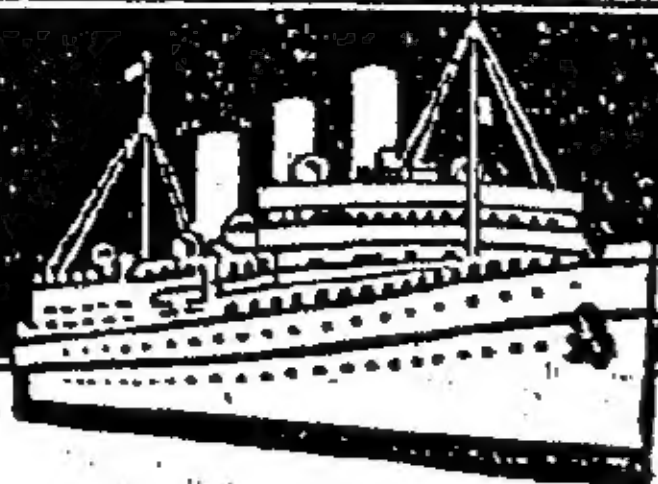
Bellerophon (Blue Funnel), due Sept. 7th.

Bentley (Ben Line), due Sept. 8th.

Cordillera (M.M.), due September 11th.

Empress of Asia, due August 27th.

CANADIAN PACIFIC



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From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia	Aug. 24 Sept. 12	Montcalm	Sept. 21 Sept. 28
Empress Asia	Sept. 6 Sept. 24	Empress Scotland	Sept. 29 Oct. 4
Empress Canada	Sept. 22 Oct. 8	Empress France	Oct. 13 Oct. 19
Empress Russia	Oct. 4 Oct. 22	Empress Scotland	Oct. 27 Nov. 2
Empress Australia	Oct. 19 Nov. 7	Montcalm	Nov. 16 Nov. 23
Empress Asia	Nov. 1 Nov. 19	Empress Scotland	Nov. 30
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

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STEAMERS: GINJI MARU, 18,000 tons, September 5th; ANYO MARU, 18,000 tons, September 20th; SEIYO MARU, 18,000 tons, December 4th; HAKUYO MARU, 18,000 tons, January 15th.

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STEAMER: DESTINATION: LEAVE HONGKONG: PERSIA MARU (Keelung, Moji, Kobe & Osaka), August 17th.

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STEAMER: DESTINATION: LEAVE HONGKONG: MEIYO MARU, about September 20th.

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Empress of Australia, due to-day, 5.

Monitor (Blue Funnel), due August 31st.

Meriones (Blue Funnel), due Sept. 3rd.

Persia (Blue Funnel), due August 25th.

Singapore Maru (T.K.K.), due August 21st.

Victoria, due August 27th.

WEATHER REPORT.

August 16th at 12.07.—Pressure has increased slightly at Shanghai and over India. It has decreased moderately at Guam and slightly at Yap. At other reporting stations it is nearly stationary. A depression lies over Indo-China. It is doubtful whether the Guam typhoon, reported on August 11th, is still in existence. Another has formed to the South of Guam.

Hongkong rain-fall for the 24 hours ending at 10 a.m., 15th August, 0.98 inch. Total since January 1st, 55.6 inches, against an average of 52.20 inches.

The forecast for the 24 hours ending at noon, 16th Aug. is as follows:—

District: Forecast: Hongkong to Gap Rock: S.E. wind, moderate; generally cloudy; showery.

Formosa Channel: do.

South coast of China between Hongkong and Hainan: do.

South coast of China between Hongkong and Looe: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 15th.

Barometer: 29.75, 29.74, 29.75.

Temperature: 79, 80, 80.

Humidity: 83, 87, 91.

Wind Direction: N, ESE, S.

Force: 1, 3, 4.

Weather: 0, 0, 0.

Rain: 0.72, 0.0, 1.02.

Highest open-air Temperature on 15th: 85.

Lowest open-air Temperature on 15th: 78.

HONGKONG TIDE TABLE.

From August 16th to 22nd, 1938.

HIGH WATER.

Day of Week: Day of Month: Height: Day of Week: Day of Month: Height.

Thur. 16 m 11.44: 6.9: Fri. 17 m 04.15: 6.29.

Sat. 18 m 13.15: 7.27: Sun. 19 m 22.15: 8.25.

Mon. 20 m 31.15: 9.23: Tues. 21 m 40.15: 10.21.

Wed. 22 m 49.15: 11.19: Thur. 23 m 58.15: 12.17.

Low WATER.

Day of Week: Day of Month: Height: Day of Week: Day of Month: Height.

Thur. 16 m 11.44: 6.9: Fri. 17 m 04.15: 6.29.

Sat. 18 m 13.15: 7.27: Sun. 19 m 22.15: 8.25.

Mon. 20 m 31.15: 9.23: Tues. 21 m 40.15: 10.21.

Wed. 22 m 49.15: 11.19: Thur. 23 m 58.15: 12.17.

Engineer-in-Chief.

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HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 29th
"PRESIDENT WILSON" ... Sept. 3rd

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KAGA MARU ... Monday, 13th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.
SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM
MATSUYE MARU ... First half Sept.
LIVERPOOL via MARSEILLES & VALENCIA.
DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.
AKI MARU ... Thursday, 16th Aug., at 10 a.m.
TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
LISBON MARU ... Friday, 31st Aug.
BUKNOS AIBES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.
BOMBAY via Singapore and Colombo.
WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
RANGON MARU ... Thursday, 30th Aug.
NAGASAKI, KOBE & YOKOHAMA.

TANGAO MARU ... Saturday, 18th Aug., Afternoon
SHANGHAI, KOBE & YOKOHAMA.
MURORAN MARU ... Sunday, 28th Aug.

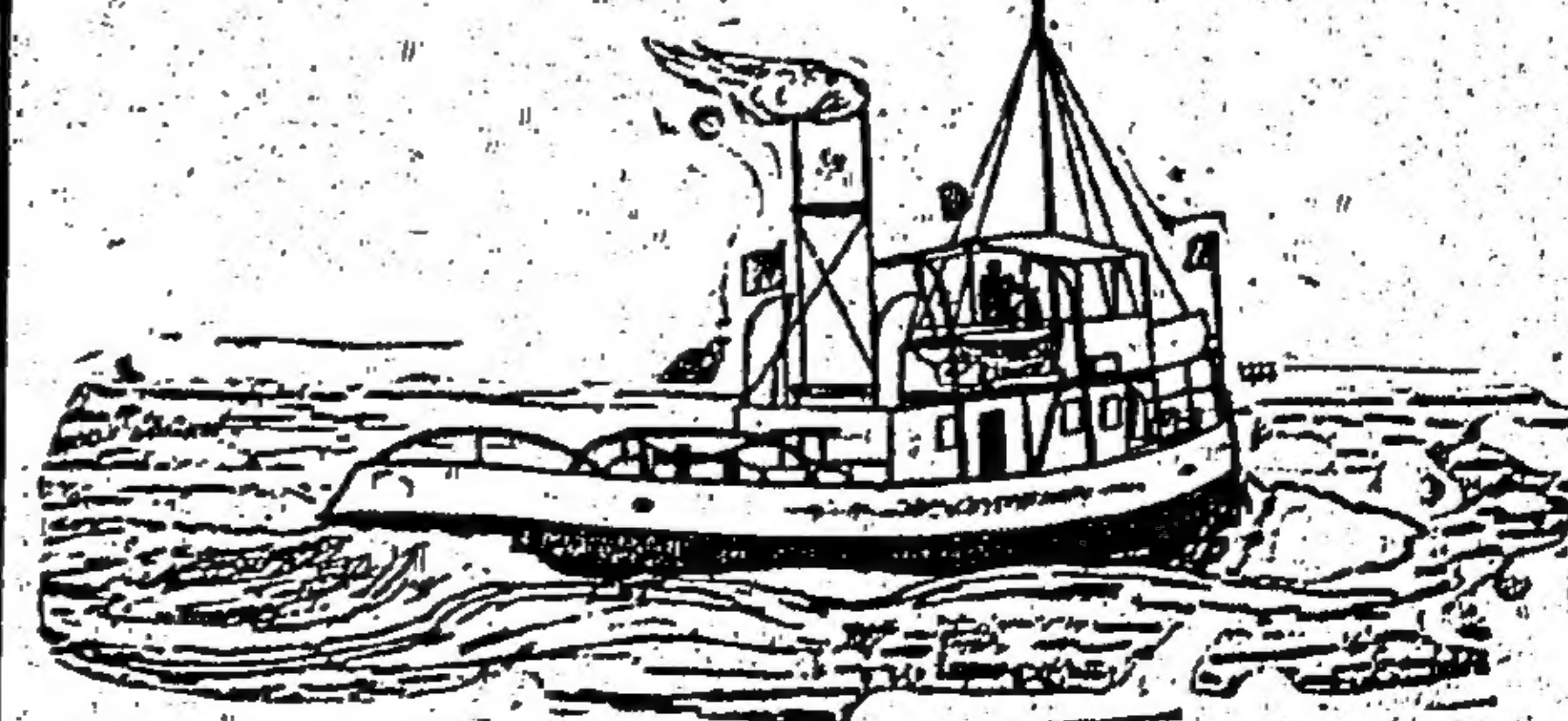
HAKUZAKI MARU ... Tuesday, 29th Aug.
NAGANO MARU ... Thursday, 30th Aug.

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F. OGURI, Manager.
Telephone: Central Nos. 292, 293 & 2422.

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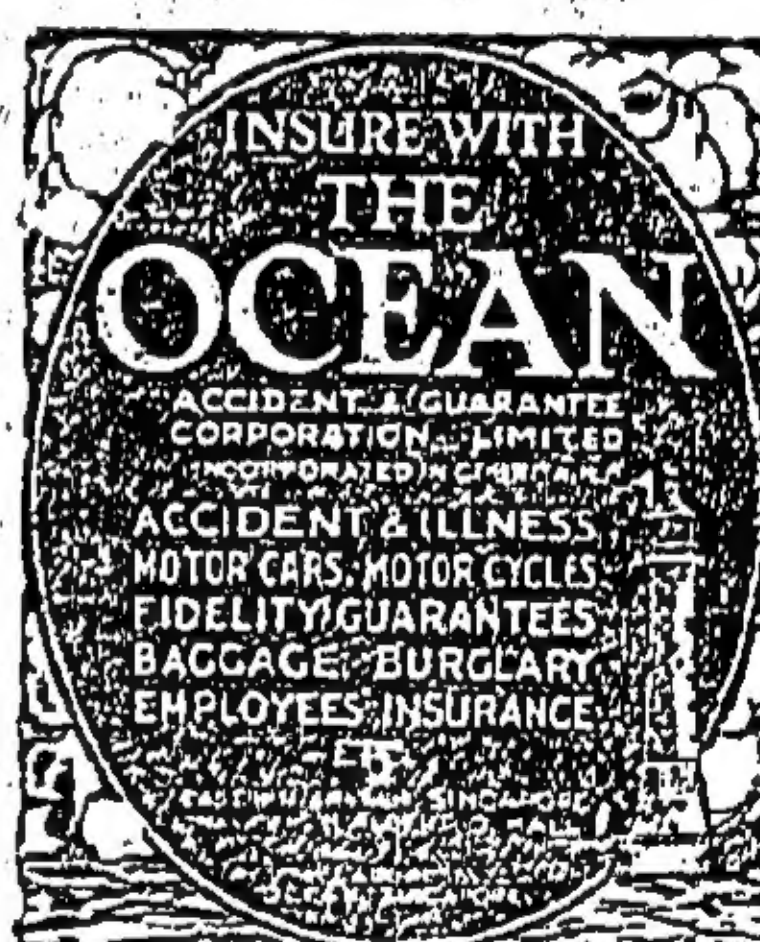
A Shipping Correspondent writing in a London contemporary says:—

Now that the thrill occasioned by the safe arrival of the two lifeboats from the ill-fated *Trevessa* has subsided, those interested in shipping are discussing what steps can be taken to minimise the risks attaching to open-boat voyages. The *Trevessa* continued to send S.O.S. signals until she sank. The life-boats remained on the scene of disaster as long as possible, waiting for the promised help, but it subsequently became imperative to run before the wind and sea, with the result that when the seeking steamers arrived on the spot indicated in the messages they found an empty ocean. Had one or other of the lifeboats been fitted with a wireless set the agony of those intrepid voyagers would have been materially shortened.

Such a wireless equipment as would enable a ship's boat to send messages over a radius of a hundred miles is by no means costly. It would consist of electric batteries and an accumulator, with other requisite gear, the whole costing little more than £300. Under unfavourable atmospheric conditions such a set might only be able to communicate for twenty-five miles, but even such a limited range might well mean the difference between salvation and complete disaster. Some companies whose ships traverse certain of the lonelier stretches of ocean have already realised the desirability of equipping the boats they carry with wireless. The five passenger vessels of the Commonwealth Government Line each carry two motor lifeboats which are capable of towing a ship's fleet of boats at five knots, and are fitted with wireless transmitting and receiving sets having a range of fifty miles. On the North Atlantic the problem of wireless for boats is not so insistent, as this is the most frequented of the ocean highways, along which traffic proceeds in two well-defined "lanes." At the same time, the matter has not been lost sight of, and the Cunard and White Star Companies have for some years past fitted wireless installations in their motor lifeboats.

It is, of course, quite obvious that if the maximum benefit is to be obtained from a boat's wireless the navigators must be enabled to announce their approximate position. In the case of the *Trevessa*'s boats the navigational instruments failed, and this suggests the advisability of attention being devoted to the provision of apparatus which is better adapted for boat work. It is necessary, too, that officers should have sufficient training in wireless to guarantee that they understand the equipment with which their boats may be provided, and are therefore able to despatch or receive messages.

Another matter arising out of the wonderful example of endurance and resource displayed by the crews of the *Trevessa*'s boats is that of commissariat. Had the climatic conditions been otherwise than they were it would have been impossible for these seamen to come through their ordeal on a biscuit and water ration. During the war the Army authorities, as is well known, issued to troops an emergency ration consisting of tinned foods of great sustaining power. Possibly the advisability of providing some such ration for ship's boats will now be considered. So far as passengers are concerned they are drilled with regard to lifeboats and know the boats to which they are allocated. It should, therefore, be a very simple matter to issue rations of this nature in case of an emergency.



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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 25th Aug. ... Marseilles, London, Rotterdam & Hamburg.

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A Class Steamers	1st Class £29-2nd Class £23
B Class Steamers	1st Class £24-2nd Class £18
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S.S. "C" Class Steamers comprise those of the Cargo Type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

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For further particulars apply to—

(THE BANK LINE, LTD.
(Tel. Central 730))

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON"	... via Suez Canal ...	25th August.
S.S. "ANTIOCHUS"	... via Suez Canal ...	5th Sept.
S.S. "BELLEROPHON"	... via Suez Canal ...	15th Sept.
S.S. "CITY OF BAGDAD"	... via Suez Canal ...	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OF THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ORAMBOLD	20th Aug.
FAUL LEON	3rd Sept.
ANDRE LEBON	18th July	17th Aug.	17th Sept.
AMBOISE	27th July	28th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	16th Oct.
ANGERS	24th Aug.	26th Sept.	20th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A Class (1st Class) £ 95. 0s. 0d.	B Class (1st Class) £ 80. 0s. 0d.
STEWARDS (2nd) £ 68. 0s. 0d.	STEWARDS (2nd) £ 52. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat.)

S.S. "C. DOBIE" loading for HAYRE, ANTWERP & DUNKIRK, about 15th August.

MESSAGERIES MARITIMES CO.,

Telephones: Central 740. 3, Queen's Building, CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 8 or 10 Days)

HAIFONG	... Capt. Ellis Walker	Friday, 17th Aug. at 1 p.m.
HAICHING	... Capt. J.S. Thomson	Tuesday, 21st Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST. HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, MEDITERRANEAN, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,680	22nd Aug. Noon	Mars. Gih. London & Antwerp.
"ALIPPORE"	5,272	23rd Aug. Noon	Singapore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	B'way, Mars. Gih. London & Antwerp.
"SICILIA"	8,818	20th Sept.	Singapore, Penang, Colombo & B'way.
"DORGOLO"	8,083	31st Sept.	Mars. Gih. London & Antwerp.
"MARTUA"	19,902	5th Oct.	B'way, Mars. Gih. London & Antwerp.
"SOUTAN"	5,696	17th Oct.	Singapore, Penang, Colombo & B'way.
"KARMALA"	9,081	18th Oct.	Mars. Gih. London & Antwerp.
"CALEDONIA"	7,632	22nd Nov.	do.
"NELLORE"	6,583	4th Nov.	do.
"MALWA"	10,941	15th Nov.	B'way, Mars. Gih. London & Antwerp.
"KALYAN"	8,083	30th Nov.	Singapore, Penang, Colombo & B'way.
"SOUTAN"	6,696	13th Dec.	do.

1924.

"MACEDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHMIR"	8,680	28th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,083	7th March	do.
"NALLERA"	15,993	21st March	do.
"KALYAN"	8,083	4th April	do.
"CHINA"	7,632	13th April	do.

BRITISH INDIA - APCAR SAILINGS

"WARINA"	3,120	18th Aug.	Bangkok Direct.
"JAPAN"	6,058	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,060	1st Sept.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following—
The Union R.R. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILING TO SHANGHAI & JAPAN**

"MANTUA"	10,902	25th Aug.	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	8,818	29th Aug.	Shanghai.
"TANDA"	6,856	29th Aug.	Yokohama & Kobe.
"KARMALA"	9,083	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First-class Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

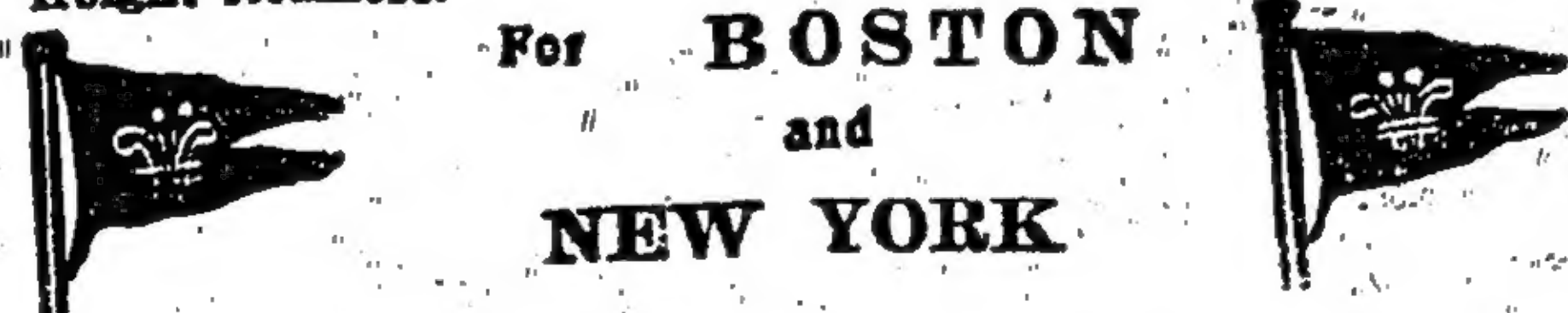
For further information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road, Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
21, George's Building, Telephone: Central 3165, Telegrams (Furness) [21]**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" ... Monday, 20th Aug.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

AFRICA MARU—Regular monthly service via Japan Ports San Francisco—Panama and Colon Ports.

"ALASKA MARU" ... Beginning of Aug.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"PARIS MARU" (Not Call at Moji) ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class cabin passengers.

"AMAKURA MARU" ... Wednesday, 22nd Aug. Noon.

TAKAO via SWATOW & AMOY.

"ROSHU MARU" ... Thursday, 16th Aug. 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 16th Aug.

For sailing dates and further particulars please apply to K. SHIMA, Manager.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure	Time
AMOI, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug.	D.L.
AMOI & SHANGHAI	"KANCHOW"	On 18th Aug.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 19th Aug.	D.L.
SWATOW & SHANGHAI	"YINGCHOW"	On 19th Aug.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Aug.	4 p.m.
HOIHOW, BAKHOI & HAIPHONG	"YUNNAN"	On 21st Aug.	9 a.m.
AMOI & SHANGHAI	"SUNNING"	On 22nd Aug.	D.L.
MANILA	"TEAN"	On 22nd Aug.	4 p.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Aug.	4 p.m.
HOIHOW & BANGKOK	"LINAN"	On 23rd Aug.	10 a.m.
WEIHAIWEI & TIENSTIN	"KUEICHOW"	On 25th Aug.	4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Tientsin and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 32.

(JOHN SWIRE & SONS, LTD.)

BANK OF CHINA & SINGAPORE CAN BE SECURED AS THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES, AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Amoy
"CHANGSHA"	25th August	29th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents Telephone Central No. 32.

STRUTHERS & BARRY
OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka"	... Due Hongkong 31st Aug.
U.S.S. "West Carmona"	... Leave Hongkong 1st Sept.
U.S.S. "West Carmona"	... Due Hongkong 1st Sept.
U.S.S. "West Carmona"	... Leave Hongkong 1st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S. "West Chopaka"	... Due Hongkong 16th Aug.
U.S.S. "West Chopaka"	... Leave Hongkong 17th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona"	... Due Hongkong 1st Sept.
U.S.S. "West Carmona"	... Leave Hongkong 1st Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINE, INDO-CHINA-STRAITS & JAVA. 1st Floor, Queen's Building, Phone Central No. 3003. K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE"	... sailing on or about 19th Aug.
S.S. "BOWES CASTLE"	... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS. FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading. VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA"	... sailing on or about 2nd Sept.
S.S. "VENEZIA"	... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE"	... sailing on or about 2nd Sept.
S.S. "ROSANDRA"	... sailing on or about end of Sept.
S.S. "VENEZIA"	... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	... sailing from Calcutta on or about 25th Sept.
S.S. "UMSINGA"	... Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Kanchow ...	16th Aug.
CANADA, U.S.A., JAPAN, SHANGHAI AND London via New York 10th July ...	Emp. of Australia ...	16th Aug.
SHANGHAI	Shantung ...	16th Aug.
SHANGHAI	Commandant Doris ...	16th Aug.
SHANGHAI	Yinchoke Maru ...	16th Aug.
SHANGHAI	Shidoko Maru ...	16th Aug.
HAIPHONG	Andre Lebon ...	17th Aug.
AUSTRALIA & MANILA	Tango Maru ...	18th Aug.
U.S.A., Japan and Shanghai ...	Pres. Pierce ...	18th Aug.
Europe via Suez & Negapatam (Letters & papers, London, 19th July) ...	Glenfalloch ...	19th Aug.
STRAITS	Liverpool Maru ...	20th Aug.
JAPAN AND SHANGHAI	Hakone Maru ...	21st Aug.
Europe via Suez (Letters & Papers, London, 26th July, & parcels 19th July) ...	Manitua ...	25th Aug.

OUTWARD MAILS.

FOR	PER	DATE
*Manila, Australia & New Zealand via Thursday Island—due Thursday	Aki Maru ...	Thursday, 16th, 8.30 A.M.
Swatow, Amoy and Fuzhou ...	Souha Maru ...	9.00 A.M.
Formosa	Bisho Maru ...	10.30 A.M.
Manila, *Formosa, *Shanghai, *Japan, Honolulu, *Canada, *U.S.A., *C. & S. America & *Europe via San Francisco—due S. Francisco 18th Sept. ...	Korea Maru ...	10.30 A.M.
Saigon	Commandant Doris ...	1.30 P.M.
Haiphong	Huach Kwei ...	3.00 P.M.
Straits and Calcutta	Indo Maru ...	3.30 P.M.
Japan	Andes Maru ...	4.30 P.M.
Shanghai, *Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C. 11th Sept. Ship sails 10 a.m., 17th inst. ...	Africa Maru ...	Registration, 5.03 P.M. Letters, 5.00 P.M.
Saigon, Durban and Capetown ...	Mexico Maru ...	Friday, 17th, 9.30 A.M.
Japan	Peria Maru ...	10.30 A.M.
Swatow, Amoy and Fuzhou ...	Haifong ...	Noon
Manila	Per. Jefferson ...	3.30 P.M.
Bangkok	Warina ...	Saturday, 18th, 8.30 A.M.
Shanghai	Andre Lebon ...	8.30 A.M.
Straits	Van Overstraten ...	10.30 A.M.
Japan	Tango Maru ...	2.30 P.M.
Amoy	Kanchow ...	2.30 P.M.
Shanghai	Shantung ...	5.00 P.M.
Java via Batavia	Typanas ...	Sunday, 19th, 9.00 A.M.
Swatow and Bangkok	Kagan ...	9.00 A.M.
Haiphong, Saigon, *Straits, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via D'Adda, Aden, Egypt and *EUROPE via MAH-SCHILLER—due Marseilles 22nd Sept. Straits, Bangkok, Egypt & *EUROPE via London—due London about 24th Sept. ...	Chambord ...	Monday 20th, Registration, 1.45 P.M. Letters, 2.30 P.M.
Swatow, Amoy and Fuzhou ...	Lisvendon ...	2.00 P.M.
Swatow, Amoy and Fuzhou ...	Bulching ...	Tuesday, 21st, Noon

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"LAOMEDON"	20TH AUG. London, Rotterdam & Hamburg.
"PATROCLUS"	4TH SEPT. Marseilles, London & Rotterdam.
"LYCAON"	17TH SEPT. London, Rotterdam & Hamburg.
"MENTOR"	24TH SEPT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"AGAMEMNON"	1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
"KT. TEMPLAR"	20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
"PROMETHEUS"	1ST OCT. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

"ACHILLES"	12TH SEPT. } Victoria, Seattle & Vancouver.
"PHILOCTETES"	26TH SEPT. }

NEW YORK SERVICE

"ANTIOCHUS"	5TH SEPT. via Suez and Boston.
"BELLEROPHON"	15TH SEPT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR"	1ST SEPT. for Moji, Kobe & Yokohama.
"PATROCLUS"	4TH SEPT. for Singapore, Marseilles & London.
"MENTOR"	24TH SEPT. for Singapore & London.
"TERESIAS"	5TH NOV. for Singapore & London.
"SARPEDON"	11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.),

AGENTS.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES: Shanghai, 51, Kiang Road, Hankow—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE. Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAL, Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行 商華

HEAD OFFICE: Alexandra Buildings, Charter Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

COMMERCIAL

OPENING QUOTATIONS.

15th August, 1923.	
1/4 LONDON—	
Telegraphic Transfer ...	2 1/2
Bank Bill on demand ...	2 1/2 1/16
Bank Bill at 30 days sight ...	2 1/2
Bank Bill at 6 months sight 1/3 ...	2 1/2 1/16
Credit at 6 months sight ...	2 1/2 1/16
Documentary Bill, 4 months sight ...	2 1/4 1/16
ON PARIS—	
Bank Bill on demand ...	92 1/2
Credit at 6 months sight ...	93 1/2
ON NEW YORK—	
Bank Bill on demand ...	81 1/2
Credit at 60 days sight ...	83
ON BOMBAY—	
Telegraphic Transfer ...	168 1/2
Bank Bill on demand ...	168 1/2
ON CALCUTTA—	
Telegraphic Transfer ...	168 1/2
Bank Bill on demand ...	168 1/2
ON SHANGHAI—	
Bank Bill at sight ...	nom.
Private, 30 days sight ...	100 1/2
ON YOKOHAMA—On demand ...	100 1/2
ON MANILA—On demand ...	100 1/2
ON SINGAPORE—On demand ...	98 1/2
ON BATAVIA—On demand ...	134
ON RAJAHMUNDRAM—On demand ...	nom.
ON BANGKOK—On demand ...	82 1/2
ON BARCELONA—On demand ...	86 1/2
GOVERNMENT, Bank's Buying rate ...	8.64
GOLD LEAF, 100 fine, per tola ...	49
BANK SILVER, per oz. ...	31 1/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000

Paid-up Capital ... \$30,000,000

Reserve Funds ... \$24,500,000

Sterling ... \$24,500,000

Silver ... \$24,500,000

Reserve Liability of Proprietors \$30,000,000

Court of Directors:

Hon. Mr. A. G. LARKE, Chairman.

D. G. M. BERNARD, Esq., Deputy Chairman.

A. H. COMPTON, Esq., W. L. F. FARMER, Esq., G. M. DODWELL, Esq., J. A. PHILLIPS, Esq., G. T. M. EDWARDS, Esq., H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McANULTY, Esq.

Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY AND FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000

Reserve Fund ... £2,800,000

Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE AND General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, May 8th, 1922. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital—Fr. 72,000,000.00

Paid-up Capital—Fr. 68,400,000.00

Reserve Fund—Fr. 69,667,263.64

BRANCHES: Hongkong, Saigon, Canton, Mouk, Shanghai, Nanking, Singapore, Peking, Tientsin, Hankow, Fongtchou, Yunnanfu, Fongcherry.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARBOT, Acting Manager.

Hongkong, July 12th, 1922. [32]

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Greenchurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000

Subscribed Capital ... £1,800,000

Paid-up Capital ... £1,050,000

Reserve Fund ... £1,950,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES: Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Howrah, Madras, Shanghai, Calcutta, Ranchi, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Manager.

7 Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1909.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 52,500,000

Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Giran, Kagi, Karento, Keelung, Mading, Nanto, Pinan, Shiehchue, Taichu, Tainan, Takow, Tamsui, Tohyen, Aiko.

CHINA—Shanghai, Hankow, Kiukiang, Atney, Fongchow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

Hongkong Branch, 4, Des Voeux Road, Hongkong, 23rd September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road, C., HONGKONG.

Established 1918.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$500,000.00

DIRECTORS: Mr. Pong Wai Ting, Chairman, Hon. Mr. Chow, Mr. Huynh Tai, Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum, on Savings Accounts 4 per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent. per annum

For 6 months at the rate of 4 per cent. per annum

For 12 months at the rate of 5 per cent. per annum

KAN TONG PO, Chief Manager.

Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 69,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Batavia, Kobe, Soerabaya, Bombay, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Changchun, Manila, Shanghai, Dairen (Dalny), Nagasaki, Singapore, Fongtchou, Nanyang, Shimonoseki, (Mukden), Newchwang, Sydney, Hamburg, Osaka, Tientsin, Hankow, New York, Tokyo, Honolulu, Peking, Tainanfu, Harbin, Rio de Janeiro, Vladivostok.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

10th March, 1923. [30]

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NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 28,333,333

Paid-up Capital ... F. 80,000,000 28,666,666

Reserve Fund ... F. 18,768,180 21,847,423

Special Reserve ... F. 22,600,000 21,888,333

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Head Agency: Batavia.

BRANCHES: Shanghai, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cheribon, Pecalangan, (Solo), Djember, Penang, Tegal, Pongkajene, Pontianak, Tjilatjap, Koba, Rangoon, Weltevreden, Kota-Badja, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP, Agent.

Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00

Paid-up Capital ... 18,273,600.00

Reserve Funds ... 18,273,600.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchanges.

TSUYE PEI, Manager.

Hongkong, September 8th, 1921. [33]